

MANUFACTURERS' RECORD.

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Manufacturers' Record.

RICHARD H. EDMONDS, President.
THOMAS P. GRASTY, Vice-President.

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Cause, Advertising; Result, Enlargement.

Hartley Boiler Works,
J. H. Hartley, Proprietor.
Cor. Railroad and Lowndes Sts.,
Montgomery, Ala., January 26, 1901.
Manufacturers' Record Publishing Co.,
Baltimore, Md.:

Gentlemen—We herewith enclose you our check for \$40 on account of our advertising contract. We also enclose contract for the coming year. We wish to express our appreciation of the services you have given us, and to say that we have been benefited by your work.

We have been adding some extensive improvements to our plant in the way of improved tools and machinery, and are also putting up a foundry. Yours truly,
HARTLEY BOILER WORKS.

In a letter to the Manufacturers' Record Judge Joseph Tillman of Quitman, Ga., writes:

The Manufacturers' Record is held in higher esteem than ever as a developer of our Southern resources.

In a letter to the Manufacturers' Record Mr. S. A. Williams, secretary of the Commercial League of Fort Smith, Ark., says:

This body would not do without the Manufacturers' Record under any consideration.

The Texas legislature will benefit the State much more by well-considered legislation for the establishment of a textile school and for a survey of the State's mineral resources than by spending a thousand hours in discussing proposed Hogg amendments to the constitution.

Mr. J. W. Pendleton of Asberry, Va., vice-president and general manager of the Chilhowie Lumber Co., in a letter to the Manufacturers' Record says:

I have been a constant reader of your valuable paper since 1895, and I think, without a question of doubt, that it furnishes more information to business men, and especially to manufacturers, than any other paper in the South.

Readers of the Wilmington (N. C.) Messenger must have been surprised at the belated reproduction in its editorial columns of malignant juggling of the figures of the Manufacturers' Record as a basis for a gratuitous, but harmless, assault upon it. The freak of the Messenger is, however, explained in its own confession: "We do not pretend to know ourselves."

Future of Railroads.

Among the most sober comments upon recent railroad developments in the large are those of the Financial Chronicle of New York. It points out that during years of depression safety of railroads from confiscation has been sought through many devices for economy, and that notwithstanding the inflow of new capital, new devices therewith brought into use and business prosperity, the power to earn a fair return on the investment is still endangered. Though these roads are the means whereby agriculture and industry have increased their profits, and whereby more labor obtains daily employment than through any other agency, yet they are not exempted from the drawbacks mirrored in the activity in railroad securities in the money center of the country. The Chronicle adds:

Why is it, we repeat, that combinations and consolidations of railroad properties are the prominent feature in stock-exchange circles today, and how can these movements be checked? The reason that railroad combinations are such a prominent feature is that legislation at Washington and in the States has so far manacled the roads that they are driven into these devices to preserve their properties. Take the federal legislation, for illustration. First, the roads are thereby prevented from making any rates; that is to say, they cannot enforce any unless they conform to the views of the commissioners. Second, when they get their rates established and these commissioners say they are fair, the roads cannot uphold them, because one road, then another, will cut them, concealing the act as long as possible by paying rebates, until finally what is being done is discovered, and a war of rates becomes a necessity.

An obvious remedy for preventing these chaotic occurrences would naturally be an agreement between the roads to stand by the published tariff. That has been tried in every form and manner, until decisions of the court of last resort have determined that nothing of the kind is allowable, because not only does the interstate railroad law prohibit pooling, but the federal trust law also provides that every sort of an agreement between the roads affecting rates is illegal. Nor do these by any means cover every antagonistic phase in the situation. We may mention one other hostile proceeding—the building of new roads or branches parallel and directly competing with the old lines, which is allowed in most of the States; that is to say, though minimum rates are required by federal and State railroad commissioners, new facilities for cutting those rates and blackmaling the old roads are permitted by State law.

Bearing upon the same subject the United States Investor publishes an article, taking the ground that recent developments mean nothing short of joint national railroad control and a centralization of interest bound to have an important effect on general business.

Whatever may be the final outcome of the consolidations now under way or contemplated, the primary motive was certainly a response to the great movement shared by most of the leading industries of America, not yet thoroughly comprehended, but looking to an adjustment of manufacturing and transportation energies in preparation, through economy of production and handling, for the enormous world-wide industrial and commercial struggle looming portentously. The movement has been hastened, especially in the

case of railroads, by the foolhardy policy of the very persons who mistakenly cling, in an age of condensation and concentration, to the fallacies which give hope of wealth in wastefulness and competition. It is a recognized law that progress is inseparable from suffering. The weight of ills, however, is vastly increased if an economic change is accomplished by revolution instead of being wrought through natural evolution. Short-sighted attempts to resist a natural process, as have been made again and again in different parts of the country, and which will continue to be made, can have the effect only of completing the process before the greater number of persons are qualified to enjoy it.

Capital flows along lines of least resistance, bringing with it the elements of development of the sources of wealth. No better example of this is to be had than the railroads. Dam capital, though, check its healthy flow by artificial barriers, and the time may come when through the country it might have enriched it will sweep the broken barriers of buncombe and demagoguery in destructive course until it again finds its channels. The incident damage cannot be blamed upon capital, but upon those who dammed capital.

The Brunswick Maritime Convention.

Governor Candler of Georgia, after issuing a call for a maritime congress at Brunswick, refused to attend, and made a great deal about nothing because it was proposed that the congress should discuss the ship-subsidy bill. Just how a maritime congress could at the present time discuss the upbuilding of the merchant marine and yet be debarred from mention of the subsidy bill, either favorably or unfavorably, which was Governor Candler's scheme, cannot be fully understood by anyone except the Governor. The Macon Telegraph, commenting on this, said:

This congress was called by Governor Candler for the purpose of discussing ways and means to rehabilitate our languishing merchant marine. Senator Hanna's bill is directly on that line, and is a live issue before the country, if not a live wire as well. The Telegraph cannot conceive of a maritime congress sitting at this time anywhere in the United States in which a discussion of the ship-subsidy bill would not enter. And why not? Why not discuss its merits, since the representatives of the people in Georgia as well as in every other State will soon be called upon to vote on it? If the measure is a good one the fact should be brought out. If it is a bad one let it so appear. Why not? Why should the governor have "lost all interest" in the congress on this account? Why should a discussion of this question make the congress a political convention to be avoided?

These questions should not be pooh-poohed. That method does not settle them. They should be discussed frankly and met squarely.

For our part, we are sorry that the governor refused to attend the congress. A joint discussion with Mr. Brobston would have shed light on the subject and doubtless lustre on the disputants.

But where does "State politics" come in? We are still in the dark. Will somebody explain?

By the way, what is politics? Is it a something apart, remote from and antagonistic to the public good? Is it a something that we can separate from the vast business interest and social welfare of the country? If so, it is nothing more or less than the profession of place-hunting without regard to the common weal. If so, we have hit upon evil days. But Webster tells us that politics is "the science of government; that part of ethics which has to do with the regulation of government of a nation or State, the preservation of its safety, peace and prosperity; the defense of its existence and rights against foreign control and conquest; the augmentation of its strength and resources, and the protection of its citizens in their rights with the preservation of their morals." The management of political parties, the seeking after offices, etc., he puts down as a secondary meaning to the word.

A movement, then, to raise our flag on the seas in a peaceful pursuit of the world's trade is politics in the highest and best sense. Whether by advocacy of ship subsidies or by invoking the gods of fortune to sail the ships our way by magic touch and without cost to us, it is all the same—politics. There are those who would produce the ships by the one method of going down in the material pockets of the people, and there are others who would bring them by the other method of resolves and whereases and prayers. We understood that the object of the Brunswick meeting was to discuss the various methods proposed. The convention itself seemed to think so.

A Southern Bane.

The spirit of dissatisfaction on the part of thinking men with existing conditions in the South because of their effect upon the material interests of that section is well exemplified in a short article by Mr. S. S. P. Patteson of Richmond, Va., in the current issue of the Sewanee Review. Alluding to the recent election, Mr. Patteson dwells upon "the degrading effect of forcing Southern people in many instances" to vote "against their convictions, and even against their interests," asserts that some Southern leaders advocated free silver merely for the sake of office, alludes to the obvious fact that the real interests of the South "are necessarily nearer to New York and the Eastern States than to those so far west of the Mississippi," such as Idaho, Montana, Colorado and Nevada, and in conclusion says:

The time has come for us to fight political issues on national questions. We must never forget that it was the father of the democratic party, Thomas Jefferson, who by the stroke of his pen added more territory to the country than has ever since been done by the whole nation acting together. No great party can live on class hatreds and appeals to passions of the people. It is a loss to the country and to national intelligence when from the Potomac to the Rio Grande it is not even thought necessary to discuss the questions of interest to the whole nation.

This situation is not one of mere party or sectional moment. It is one that appeals to right-minded men in all parts of the country. The practical silence about national questions of material value during a national campaign injures not only that section, but has a marked influence for ill upon the whole country. Equally baneful is the spirit of detraction, through appeals to dead issues, of men who are brave enough to attempt to combat the prevailing apathy. The number of these

men, however, has assumed respectable proportions in the last few years, and Mr. Patteson's contribution to the *Sewanee Review* is but one of the significant handwritings upon the wall which Southern politicians should heed ere it be too late.

In connection with this it is interesting to note that here and there the local papers of the South are beginning to swell the chorus against the machine. One of the best illustrations of this tendency was given last week by the *Carroll Free Press* of Carrollton, Ga. It contended that the South, now at the threshold of a career full of wonderful possibilities, cannot take the place to which it is entitled if it persists in clinging to the dead past, and added:

In this connection it is not strange that the only man whom the democrats have been able to elect to the Presidency since the war is abused and vilified by those who should be loudest in his praise? It shows the ingratitude of politicians, if not of politics. Is it not time to adopt new tactics? It is most important to the South that her material resources be developed, and that there be no hampering of her wonderful possibilities by radical and injudicious legislation against capital that this section needs for its development.

Easing Timid Minds.

The increasing healthfulness of public sentiment toward corporations in Tennessee is well indicated by an editorial in the *Memphis Commercial-Appeal* contending that railroads and other corporations should be treated fairly, and not be subject to whims and caprices of individuals hopelessly ignorant of railroad business. It opposes gad-fly legislation, deprecates the laws regulating to the minutest detail the operations of railroads, and makes this point:

They are now paying nearly one-fifth of the taxes and bearing their part of their burden cheerfully and patriotically. Only for the railroads coming up with their taxes several months ahead of time, the State would have been compelled to pass around the hat again in New York for money with which to pay the January obligations maturing.

Such statements are encouraging, though the necessity for their publication is regrettable. The facts set forth in them ought to ease the minds of law-makers who never turn a corner in the Statehouse without suspecting that they may be gobbled by an octopus, or who look under their beds every night, as the *Commercial-Appeal* suggests, to assure themselves that no corporation monster is lurking there to strangle them while they sleep. They no doubt are surprised to learn that the railroads are such liberal contributors to the comfort of the State in the way of taxation. That knowledge, if they are not absolutely dishonest, ought to cure them of their dread of capital.

An Influence for Good.

Now is the time for our people, by word and deed, to give encouragement to the investment of capital, both foreign and home money. More railroads develop new districts, additional trade and an increased number of business enterprises.—*Jackson Clarion-Ledger*.

The new railroads projected in the State, some of which will be built, will be the means of accomplishing greater development of the resources of the State. They will develop every section through which they run.—*Hattiesburg Progress*.

Railroads are the forerunners of civilization, of educational propaganda, of commercial development, and as such should be encouraged in every legitimate undertaking.—*Yazoo Sentinel*.

These are extracts from Mississippi papers, clearly indicating the trend of progressive sentiment in that State. A few years ago it would have been impossible to have found many such opin-

ions. But in recent years, and largely under the impulse of the wide-awake, inspiring views expressed persistently by the Jackson correspondent of the *New Orleans Picayune*, who has been a close student of the *Manufacturers' Record*, there has been a decided awakening in the local press to the opportunities of the State, and a strengthening of their purpose to aid in their development.

CORSICANA, THE PIONEER.

Steady Flow of Oil There During Four Years.

[Special Cor. Manufacturers' Record.]

Corsicana, Texas, February 2.

While Beaumont is just now absorbing the large share of public attention as a Texas oil center, it is well enough to remember that it was at this thriving city where it was first demonstrated that there is such a thing as a Texas oil field. There have been no gushers here, and even 100-barrel wells are rare, but for the past four years there has been a steady flow, and from the 600 producing wells in the field there is a production of some 1,000,000 barrels annually. The wells are located within an area six miles in circumference, and in the city it seemed for a time like every citizen was determined to have a well in his back yard. The town site is dotted over with the inevitable huge derricks one sees in every oil field, and the frequency of the wells accounts for the small average production, some of the wells producing as low as five barrels or less per day. But the oil is of good quality, approaching the Pennsylvania standard, and a big refinery here separates the product into the many commercial commodities which crude petroleum has been found to contain.

Corsicana is in a rich agricultural section, where the farmers are prosperous and the lands most fertile, and it would have been a thriving trade center anyhow; but the oil interest has brought about a rapid additional development, so that the 14,000 present population represents an increase of over 100 per cent. since 1890. There were 300 new buildings put up in 1890, and nearly as many the year before, and they are all occupied. While the public and business buildings are in the main creditable and adequate, there is room for further improvement here, and a man who will put up a modern office building could fill it at once, for vacant offices are now unknown.

Navarro county claims to be the banner cotton county in the United States, but up to this year there was no cotton mill in the city of Corsicana. Now one is just ready to start. It was built by local capital, and is completely equipped to turn out cotton cloth of the coarser grades.

By the way, it is worthy of note that Corsicana's development has been very largely brought about by local men and local money, and while there are some important outside interests here, the most of the people who have come in are from other parts of Texas. There is a good deal of this home-building going on in Texas—this utilization of home capital for home industries—and a few more years of such prosperity as the past two or three will compel people to turn their attention to industries as a place for the investment of their surplus wealth. And when the people become capitalists, even in an humble way, there will such a conservatism come over the law-makers of Texas as will cause the world to marvel.

Along with the oil there has come a development of natural gas, which is used in many of the business houses and residences, and it is declared that a few miles from the city is a large field of it which

might be piped in for manufacturing purposes.

Kaolin and excellent clay are found near the city, and factories, with gas for fuel, are pointed out as fields for profitable development. Outside capitalists are promised a favorable arrangement by which an electric street railroad, combined with the present electric-lighting plant, and involving some important property interests, may be brought about. And another chance for an investment is said to be a new water-works company, which could obtain a fine source of supply of water adapted to manufacturers. The present supply is from artesian wells, the water of which has medicinal properties and is very good for domestic purposes, but is not adapted to manufacturing. It contains an amount of sodium, which leaves a deposit on the pipes of boilers.

The big Beaumont well has revived interest in the project to build a railroad from Corsicana to Beaumont, and the old proposition, which received a charter a dozen years ago, is now being considered by some Eastern capitalists. If there shall be oil developments in a considerable portion of Eastern and Southeastern Texas, as now seems probable, it is figured that the road would become a valuable feature of that development, but that anyhow it would be an important feeder to the Kansas City Southern, whose outlet is at Port Arthur, and other roads which are attempting to build up a Gulf port at Sabine Pass. The new Corsicana road is designed to tap the Rock Island and other roads at Fort Worth, and it can be figured out that it would become an important line in the development of the Gulf trade, which seems certain to come to pass.

ALBERT PHENIX.

OIL AT BEAUMONT.

Settling Down to Systematic Development of Properties.

[Special Cor. Manufacturers' Record.]

Beaumont, Texas, February 3.

The chief features of interest in connection with the oil field this week are the analysis of the Lucas well, as furnished by the Emory Manufacturing Co. of Bradford, Pa., and the construction of the pipe line to Port Arthur. The practical result of the Bradford analysis shows 78.12 per cent. of fuel oil, 12.5 per cent. of illuminating oil (unmarketable), and the remainder is coke, waste and benzene.

Over thirty carloads of pipe have arrived so far to be used in the construction of the pipe line, which will be built as rapidly as men, money and material can effect it. It is projected from the site of the well to a small station by name of El Vista, from whence it will diverge to the Kansas City Southern Railway right of way, and follow that to Port Arthur. El Vista is a small place about eight or ten miles south of Beaumont, and it is the purpose of the operators to make this a relay station, where the principal storage tanks will be, as will also the machine shops and principal works of the company.

Since the first excitement has subsided there are evidences of practical work. Several companies have been formed, principally with local capital either in whole or in part, whose purpose it is to bore for oil. One of these is the American Oil Co., capital \$1,000,000, half of which is subscribed and \$100,000 paid up. John Henry Kirby, a capitalist of Houston, Texas, is the president, and J. F. Weed, a Beaumont man, will be manager. Another company, composed of local capitalists, is the Higgins Oil Co., with a paid-up capital stock of \$100,000. Contract has been let to two firms for wells on thirty-five acres of land. Boring will commence inside of two weeks.

The Standard Oil Co. has secured oil

leases or privileges on the holdings of the Southern Pacific Company in this section, consisting of about 60,000 acres. This has been confirmed.

Deep Kentucky Oil Wells.

[Special Cor. Manufacturers' Record.]
Somerset, Ky., February 2.

Oil operators in the Tennessee-Kentucky oil field are now discussing the drilling of several deep wells. The wells heretofore drilled in this field have been from 400 to 500 feet deep, producing from ten to fifty barrels of oil per day. Several Pennsylvania and West Virginia operators, who are familiar with the field, claim that the drilling should be to a depth of at least 2200 feet, which depth is an ordinary well in the West Virginia or Pennsylvania field. The quality of the oil in this district is first-class, and the production is holding out wonderfully well, and there are great prospects for the future of this field. The Standard Oil Co. ran a branch pipe line into the Tennessee field, connecting with its Slick Ford and Somerset line, near Monticello.

Electric Lines and Mills.

[Special Cor. Manufacturers' Record.]

Spartanburg, S. C., February 4.

It is reported here on the best authority that Col. Thomas C. Duncan, the capitalist and cotton manufacturer of Union, S. C., will in the early spring organize a company to build an electric standard-gauge railroad from Union to Glenn Springs, S. C., where connection will be made with the Glenn Springs Railroad, which extends from Spartanburg to Glenn Springs, one of the most popular summer resorts in the South. Colonel Duncan is the head of three of the most successful cotton mills in the South, including the Union Mills, with over 89,000 spindles, and the Buffalo Mills, with 30,000. Mr. Duncan will naturally give all of his freights to his electric line, which will connect with the Charleston & Western Carolina Railway at both Roebuck, S. C., and at Spartanburg. The merchants of Union have agreed to give this new road all the business they possibly can. Union has over 5000 people now, with three more large mills now being built, and is the county-seat of a large and prosperous county.

The Spartanburg Electric Railway, Gas & Power Co. has just finished surveying a line from Clifton, S. C., to Converse, S. C. This extension will be built immediately. The present electric road extends from Spartanburg to Clifton, S. C., via Glendale. This extension will reach Clifton No. 3 mill, which is the largest of all the Clifton mills, consequently the largest village of this corporation, which has a capital of \$1,000,000 and over 100,000 spindles. The Saxon Mills here are nearly completed; the shafting is now being placed; this mill will start with 10,000 spindles, but is planned for 25,000, and will make print cloths. Two other cotton mills the same size as the Saxon Mills are now being built in this county, viz., at Woodruff and at Inman, each mill being named after the town in which it is located. But in addition to these improvements, the Clifton Mills Co. has just added 10,000 spindles, and the Tucapau Mills the same number, these last mills having added to their spindles with their surplus, and not increasing their capital stock. The Fingerville Manufacturing Co. has recently doubled its capacity, while not increasing its capital.

JESSE CLEVELAND.

Some of the London papers are protesting against the purchase by the British government of 25,000 sacks of American flour for the troops in South Africa, which, they contend, could have been obtained just as well from British millers.

THE SOUTH AND THE SHIPPING BILL.

Views of Industrial Leaders of the South on This Question.

Will the men in Congress who stand as the representatives of the South heed the voice of the business men of that section—the men who are leading it out of poverty to prosperity, or will they disregard their views and vote against aid to the merchant marine simply because of party affiliations, when this is not a party question, but an economic one? The great business leaders of the South believe that it is essential to the South's best welfare that the shipping bill should be passed; that the Nicaragua canal should be constructed, and that Southern rivers and harbors should be improved to their fullest needs. At the Cotton Spinners' Convention in Charlotte last May a leading mill man, in a very strong speech advocating all of these things, said that the time has come when we must insist that our views on these points shall be heeded by our representatives, or else look for new men who will regard the needs of the South rather than the old-time theories of the past. This sentiment was received with a great cheer. It marked a turning-point in the South's position on economic questions, and showed that the leaders in cotton manufacturing were prepared to break away from party ties if they could not get their party leaders to heed their warnings. The Manufacturers' Record presents today the views of the president of that association, stating that the cotton-mill people are even more determined than they were last May, and also letters from other leading men appealing to the South's representatives in Congress to pass this shipping bill as of vital interest to the South:

Broad Enough to Rise Above Sectional Feeling and Party Affiliation.

Dr. J. H. McAden, president, Charlotte, N. C.
J. P. Verdery, vice-president, Augusta, Ga.
Geo. B. Hiss, sec. and treas., Charlotte, N. C.
The Southern Cotton Spinners' Association,
Charlotte, N. C., February 2.

Editor Manufacturers' Record:

Your telegram asking my opinion in reference to the Southern cotton manufacturers now on the question of government aid to merchant marine received.

The annual convention of the Cotton Spinners' Association met in Charlotte last May and passed resolutions unanimously strongly favoring extension of commercial relations with foreign countries and expressing the following opinion:

"Resolved, That the Southern Cotton Spinners' Association recommend to Congress the enacting of legislation carrying such compensations as will stimulate the development of American shipping interests under the American flag to an extent necessary to handle American commerce on the high seas in time of peace, and which will provide at the same time such transports and auxiliary service as may be needed in time of war."

The sentiment of the Southern manufacturers today is even stronger than it was then for government aid encouraging commercial relations with foreign countries and developing the industrial and manufacturing resources of the whole country. They are broad enough in their views to rise above sectional feeling and party affiliations. J. H. MCADEN.

Business Interests Should Be Outside Party.

[Special Dispatch to Manufacturers' Record.]
Augusta, Ga., February 5.

As a business man and manufacturer of cotton goods, I feel that the passage of

the ship-subsidy bill will result in great benefit to the cotton planters and manufacturers, especially of the South. I am a democrat, but not so much of a partisan as to stand in the way of what I regard as a measure that will be of vast benefit to all sections, and I regret that our very able senators from this State cannot see their way clear to favor instead of opposing the bill. Business interests should be outside and above party. CHAS. ESTES,
Prest. John P. King Mfg. Co.

Why the South Should Favor the Subsidy Bill, as Expressed by the President of the Greatest Industrial Corporation in the South.

[Special Dispatch to Manufacturers' Record.]
Birmingham, Ala., February 5.

The South should favor the ship-subsidy bill, because it is believed that with an increase in ocean tonnage, which would result in the passage of this bill, the ocean rates would be affected favorably for the shippers, which would result in greater facilities and better rates for our cotton, lumber, iron, steel and other export products, thereby broadening the markets as well as enabling us to realize better prices.

N. BAXTER, JR.,

Prest. Tenn. Coal, Iron & R. R. Co.

The South More Interested in Shipping Than Any Other Part of the Country.

Brunswick, Ga., February 2.

Editor Manufacturers' Record:

Replying to your telegram asking "my views on ship subsidy and reasons why the South should lead off in this matter," I cannot more clearly state my views than as presented in the resolution I offered at the Maritime Congress which convened in Brunswick this week, and which resolution was unanimously reported by the resolution committee and was adopted by the convention with but one dissenting vote, that of Captain Bates of Denver, Col. The resolution reads as follows:

Resolved, That our farms, forests, mines and factories need wider markets, and that we must find these among the people who constitute the population of the world outside of the United States; that while our unequalled system of railroads, which carry our products to the seaboard at rates one-half those of other countries, has been developed by subsidies in land, money and mail pay, we have starved our oversea shipping while other countries were protecting theirs by subsidies, until from 90 per cent. of our foreign commerce carried in American bottoms it has dwindled to 9 per cent.; that every ship is a missionary of trade, and steamship lines work for their countries as railroads do for their terminal points; that it is as inconsistent to rely upon foreign ships to distribute our goods as it would be for one business house to rely upon the wagons of a competing house to make its deliveries; that improvement of rivers and harbors and compensation for fast mail on land are as much subsidies as those proposed on the seas; that this is a national business proposition, outside of politics, therefore it is our opinion that it is the duty of Congress, before the adjournment of the present session, to revive our shipping upon the seas by governmental aid to American mail carriers and freighters, equitably distributed, sufficient in amount to enable them to successfully compete with the cheaper built, cheaper operated, subsidized and bountied merchant ships of foreign countries in the carrying of our imports and exports.

The South ought to be more interested in this carrying-trade question than any other section of our common country, for the reason that she will soon produce more material to be carried to foreign markets than will any other section.

I have not advocated the bill now pending in Congress, nor any other bill, but it

does seem to me that some kind of a bill ought to pass the present Congress which will strike at the root of this evil and will revive the American merchant marine, and the subsidy plan seems not only reasonable, but about the only basis on which the majority of Congress is likely to agree.

The action of the National Maritime Congress in Georgia endorsing a ship-subsidy proposition has been severely criticised and greatly discredited by leading politicians of this State.

They claim that the action of such a small body of men as gathered in Brunswick will have little or no effect. But in this they may find themselves seriously mistaken, for as the Mecklenburg meeting in North Carolina was a forerunner of the Declaration of Independence at Philadelphia, so the action of the few Southern democrats at Brunswick this week is an indication of sentiment unmistakable, and the resolution will be more far-reaching in results than was dreamed of by those who participated. I have been deluged with letters from people in all walks of life congratulating me for having led off, and the endorsement is coming particularly strong from the business element. The action of the Brunswick Board of Trade seems to have touched chord that was already in tune, though we did not know it, and the stand taken by Southern men in this convention shows a disposition to break away from old traditions, and indicates that the South of today is inclined to examine questions of polity from a business standpoint, and when our congressmen are willing to vote for subsidy, for fast mails and for rural mail delivery, and are always ready to promote the carrying trade by land, we are beginning to ask if it be a good principle on land, why not a good principle on the seas, and why would it not build up our marine to vote for subsidies, which have proven so successful on the part of other nations.

The South, being vitally interested in this question, is just getting down to some hard thinking on the subject.

Here we are, with enough raw material within a few hundred miles of shore to build all the ships for all the world for the next thousand years.

The government surveys show marvelous resources and shipbuilding material in close proximity to the South Atlantic and Gulf ports.

The Brunswick & Birmingham road, now under construction, will put this seaport in touch with vast mineral and forest wealth yet undeveloped, and adds another reason why this section should look to the development of our carrying trade. The miner wants to send his ores abroad; the cotton-mill man is seeking a foreign market, and the foundryman and the machine builder are looking to the millions of people outside of the United States to find buyers for their goods and wares.

These are the people who are thinking now of the means to build up our shipping facilities, and likewise the laboring men, who are looking to the mines and shops and factories for employment—they, too, are interested in seeing this carrying trade developed, and above all, they are interested in seeing American labor protected by having this enlarged demand for ships fully supplied from the ship-yards of our own country.

While it is true that ships may be constructed in the South 20 per cent. cheaper than in the North, and shipbuilding will, we hope, soon be among our leading industries, that time would be greatly hastened and its coming facilitated by a subsidy law, framed on an equitable basis, favorable to the freight-carrying vessel.

I believe the Southern people will soon require their congressmen to act on these

matters from a practical business standpoint.

I favor ship subsidy for the reason that our government has been for two generations committed to a policy of subsidizing carrying trade on land, and I favor it because other nations have found it the best thing to do, and because it appears to be the only remedy we are likely to secure very soon.

I favor it because we need it, and because I believe it is right.

EDWIN BROBSTON.

National Aid to Merchant Marine Purely a Business Matter.

Jacksonville, Fla., February 4.

Editor Manufacturers' Record:

Replying to your telegraphic request, which has followed me to this city from Savannah, the action of the Savannah Board of Trade on the 29th ultimo indicates the desire of that body to aid and facilitate any practical legislation that will restore our former prestige upon the high seas as a carrier nation until 95 per cent. instead of 5 per cent. of our now immense and steadily-growing foreign commerce is transported in American bottoms. The members of the board who participated in the meeting, and whose unanimous action was an instruction to the delegates to the Brunswick Maritime Congress, which assembled on 30th and 31st ultimos, viewed the matter of national aid to our merchant marine pure and simple as a business proposition, free from political significance, moved to act at all in the premise by the startling, uncontradicted fact that while our enormous growth as an export nation is paralyzing the nations of Europe, we are making our deliveries more extensively each year in the wagons of our fiercest competitors for commercial supremacy, which on the land would be characterized as business assninity. My personal views are in exact accord with those of the Board of Trade.

D. G. PURSE.

An Appeal to Southern Members from Southern Business Interests.

The Lowry National Bank,

Atlanta, Ga., February 2.

Editor Manufacturers' Record:

Since the appearance of my article in your publication some days ago, in which I discussed fully, from a Southern business man's standpoint, the question of government aid or subsidy for the improvement of the merchant marine of our country, I have had occasion to talk to a great many of our commercial and business men. The almost universal opinion is that it would be of incalculable good to the whole country, and particularly to the Southern portion. Of course, there is some difference of opinion, but there is comparatively little from a strictly commercial and business man's standpoint.

We think that within a very few years this measure, if it was made a law, would double and even treble the commerce of our Southern ports. The great increase in the manufacture of all descriptions of merchandise will be a great element in fostering and encouraging shipping from our own Southern ports, and if this measure was in force all such products would be shipped directly to their destination from our ports here, for government aid would guarantee the owner in his enterprise.

Further, the business of shipbuilding would increase beyond the possibility of a present estimate. This is greatly to be desired, for the extension and building up of a substantial and paying foreign commerce is in a large measure a necessary factor to produce a paying business at home.

I trust that the members of the Senate and House of Representatives from the South will look at this question from a

business standpoint, and not view it as a political or party issue. If they will have an eye single to the business interests of the country they will find the preponderance of evidence much in favor of a merchant marine aided and backed up by proper government subsidy. The feeling of security which this measure will enliven of necessity will encourage and perfect our system of commerce, and it is hoped that it may become a law.

ROBT. J. LOWRY.

Reasons Why Thoughtful Southern Business Men Favor Subsidy.

Mr. T. G. Bush, president Alabama Consolidated Coal & Iron Co. and the Shelby Iron Co., under date of February 2 writes:

"In answer to your inquiry why the South should favor government aid to American shipping, I consider this a national question, but one in which the South is deeply interested. Nothing just now could contribute more to the success of the industrial interests of this country and the expansion of trade than the building up of the American merchant marine. The fact that this country pays something like \$200,000,000 per annum for ocean freight, and not more than one-tenth being carried in American bottoms, is a startling proposition. It appears that the consensus of opinion of the political parties and the business men of this country favors the building up of our shipping interests, but there seems to be a variety of opinions as to the best method. It is well known that the democratic party, and those who favor free trade, have contended that the desired result could be obtained by permitting citizens of this country to buy ships abroad and admit them under the American flag, and at the same time admit all material entering into the building of ships free of duty. It may be true that American shipping can be increased in a measure in this way, but I do not believe it is the best method for the best interest of all concerned. Along with the increase of the merchant marine we ought to encourage shipbuilding in this country, and the ownership of vessels by our own citizens, and the employment of Americans as sailors. It does not seem to me that we can build up our shipping interests in a substantial and permanent way on any other basis. If citizens of this country should be permitted to buy ships abroad and sail them under the American flag, that part of the cost of ships which goes to the builders and mechanics would all be left in other countries. In other words, the building of the ships in this country would cause a distribution among those who supply the material and do the work, or practically the entire cost of the vessel.

"As to the best method of encouraging shipbuilding in this country, it seems to me that the subsidy plan is the best, and in the end the most economical. We certainly can learn a lesson from other countries who have passed through the experience of building up their shipping interests, and there is scarcely an instance where success has been attained where the subsidy plan has not or does not prevail. I assume that the subsidy bill which is now pending in Congress, with the amendments which have been made, is comparatively fair to all classes of vessels, and the amount involved is a mere bagatelle for this country to contribute if it shall lay the foundation for establishing a merchant marine which can carry to a large degree our constantly-increasing products which must find markets in other countries. I know of no section of the country that will need assistance of this kind more than the South. The regular lines of vessels sailing from the South Atlantic and Gulf ports are few in number,

and it is a matter of fact that some manufactured products of the South must seek an outlet through the ports of the North Atlantic or of the Pacific. It is probably true that many people of the South are opposed to the ship-subsidy bill on account of prejudice engendered by political views which have been held so long by many of our politicians and statesmen, but I believe that an investigation of the question will reveal to all thinking men the importance of doing anything within reasonable limits to find an outlet for its increasing products, such as cotton, cotton goods, iron, coal, coke, lumber, etc., and to furnish a guarantee that satisfactory ocean freight room will be furnished, and nothing, of course, can be more satisfactory than American vessels officered and manned by American citizens. I can see no difference in principle between the government furnishing extensive aid towards the building of transcontinental railways in order to furnish means of transportation for exchange of products and merchandise in this country and assistance in establishing a merchant marine to open up a highway of travel and means of transportation for the products of this country to other countries. In a case like this there is not as much difference between land and water as might first appear. This is a great commercial proposition, and should not be viewed by any from a political standpoint. But, unfortunately, all questions of this kind are tainted with politics, and hence our tardiness in reaching results which many times prove beneficial to all interests and classes. I believe that a great many thoughtful business men of the South favor a subsidy bill something like that which is now pending."

"The Tide in the Affairs of the South."

Mr. Ben Price, cashier of the Bank of Oxford, Oxford, Miss., in a letter to the editor of the Manufacturers' Record, referring to the importance of the support of Southern congressmen of the isthmian canal and the ship-subsidy bills, says:

"I believe these two pieces of legislation, if passed and put under way, will be the tide in the affairs of the South that will lead to prosperity, happiness and comforts for our people beyond anything that will come to them this century without them. A thing so important, so essential and imperative to our betterment ought not to be dealt with from a partisan standpoint. I hope not, and that both bills will pass."

SENTIMENT OF CHARLOTTE.

Cotton Manufacturers' Hope Is an Outlet for Foreign Trade.

[Special Cor. Manufacturers' Record.]

Charlotte, N. C., February 4.

The sentiment of the Southern manufacturers is very strongly in favor of government aid for our merchant marine, and the most striking proof of this is to be found in the resolutions adopted at the annual meeting of the Southern Cotton Spinners' Association, held in this city last May. Opinions of individuals follow:

Mr. R. M. Miller, Jr., president of the newly-organized Elizabeth Mills, says: "The hope of the Southern manufacturers lies in an outlet to the foreign markets of the world. Unless this is secured, either by the passage of the ship-subsidy bill as now before Congress or by some similar method, we are going to find ourselves in an 'overdone' condition. We must reach the foreign markets, and to do this government aid is absolutely essential. Unless we get the ships to carry our manufactured products our wheels are destined to soon become clogged. Government aid extended to our merchant marine shipping in any form is simply

government aid extended to the manufacturing and industrial interests of the South."

Mr. J. P. Wilson, who is president of the Louise Mills, treasurer of the Dover Mills and one of the largest stockholders in the new Chadwick Mills, is very pronounced in favor of government aid for our shipping interests. "I firmly believe," he says, "that with the passage of the ship-subsidy bill, the construction of the Nicaragua canal, and with a policy on part of the government looking to a broad expansion of American business interests, the South would be placed in the commanding position that she held before the war. Certainly the passage of the ship-subsidy bill would benefit the South more than any other section of the country."

Mr. E. A. Smith, president of the Chadwick Mills, endorses the views expressed by Mr. Wilson. He is unqualifiedly in favor of the passage of the ship-subsidy bill. He regards it as necessary to the expansion of Southern trade with foreign countries, and says that the business interests of the South will be greatly benefited by its passage.

STEEL INTERESTS COMBINE.

Reported Plans for Consolidation of Great Companies.

Referring to the reported purchase by a syndicate supposed to be composed of Mr. Morgan and the Standard Oil interests of a controlling interest in the Carnegie Company, the Iron Age in its advanced report says:

"It seems probable that the purchase of the stock holdings of Andrew Carnegie in the steel company which he has created will be made by a syndicate, who are arranging for a further consolidation and a harmonizing of interests. We have it on the highest authority that the negotiations have not been finally closed. No announcement has yet been made as to the properties to be included in the new consolidation, nor of the plans for floating it. If the negotiations are carried to an issue the iron trade will have a new situation to face, and new problems will come before everyone connected with the iron industry. As yet it is premature to speculate on them."

It seems quite probable from the latest dispatches that not only will the controlling interest in the Carnegie Steel Co. pass into new hands, but that the principle which has been worked out in the recent railroad combinations of a community of interest in stock ownership will bring in close harmony nearly all of the great iron and steel companies of the East. In view of this the Iron Age is quite correct in saying that the iron trade of the country will have a new situation to face and new problems to meet, but it is not only the iron trade of America, but the iron and steel trade of the world which will have to face new conditions of world-wide importance.

In some of the dispatches received from New York it is claimed that iron and steel companies representing an aggregate capitalization of \$1,000,000,000 will be included in this combination or community of interest. No Southern companies are reported, but if this deal be carried out on the basis reported it will doubtless become necessary for the same interests to become identified with the iron interests of the South, and in order that they may reach their fullest development it is to be hoped that this will be true.

It is expected that one of the three new protected cruisers for the government will be built by the Newport News Shipbuilding & Dry-Dock Co.

Prosperity at Richmond.

Among the evidences of prosperity in Richmond noted by the Times of that city is the practical doubling of the capacity of the following plants: The Richmond Locomotive and Machine Works, the Richmond Stove Co., the Southern Stove Co., the Eagle Paper Co., the Standard Co., Kingan & Co., the American Tobacco Co., the Armitage Manufacturing Co., the Richmond Cedar Works, the C. F. Sauer Co., the Watt Plow Co. and the O. L. Gregory Vinegar Co. The William R. Trigg Shipbuilding Co. has erected six up-to-date buildings, and the Dunlop Mills have put in a practically new equipment of patent flour-milling machinery.

Pig-Iron Production in 1900.

The American Iron and Steel Association has received from the manufacturers complete statistics of the production of all kinds of pig-iron in the United States in 1900; also complete statistics of the stocks of pig-iron which were on hand and for sale on December 31, 1900.

Production.—The total production of pig-iron in 1900 was 13,789,242 gross tons, against 13,620,703 tons in 1899, 11,773,934 tons in 1898 and 9,652,680 tons in 1897. The production in 1900 was 168,539 tons greater than in 1899. The following table gives the half-yearly production of pig-iron in the last four years:

Periods.	1897.	1898.	1899.	1900.
First half.	4,403,478	5,869,703	6,289,167	7,642,569
Sec. half.	5,249,204	5,904,231	7,331,536	6,146,673
Total....	9,652,680	11,773,934	13,620,703	13,789,242

The production of pig-iron in the second half of 1899 and the first half of 1900 aggregated 14,974,105 tons, or almost 15,000,000 tons.

It will be observed that there was a decline in production in the second half of 1900 as compared with the first half of 1,495,896 tons.

The production of Bessemer pig-iron in 1900 was 7,943,452 tons, against 8,202,773 tons in 1899.

The production of basic pig-iron in 1900, all made with coke or mixed anthracite and coke, was 1,072,376 tons, against 985,033 tons in 1899.

The production of spiegeleisen and ferromanganese in 1900 was 255,977 tons, against 219,768 tons in 1899.

The production of charcoal pig-iron in 1900 was 339,874 tons, against 284,766 tons in 1899.

Unsold Stocks.—The statistics of unsold stocks do not include pig-iron sold and not removed from the furnace bank, or pig-iron in the hands of creditors, or pig-iron manufactured by rolling-mill owners for their own use, or pig-iron in the hands of consumers. The stocks which were unsold in the hands of manufacturers or their agents on December 31, 1900, amounted to 442,370 tons, against 63,429 tons on December 31, 1899, and 338,053 tons on June 30, 1900.

Included in the stocks of unsold pig-iron on hand December 31, 1900, were 12,750 tons in the yards of the American Pig-Iron Storage Warrant Co. which were yet under the control of the makers, the part in these yards not under their control amounting to 3650 tons, which quantity, added to the 442,370 tons above mentioned, makes a total of 446,020 tons which were on the market at that date, against a similar total of 68,309 tons on December 31, 1899, and 342,907 tons on June 30, 1900. The total stocks in the above-named warrant yards on December 31, 1900, amounted to 16,400 tons, against 4900 tons on December 31, 1899, and 5800 tons on June 30, 1900.

Furnaces.—The whole number of furnaces in blast on December 31, 1900, was 232, against 289 on December 31, 1899, and 283 on June 30, 1900.

PRODUCTION OF ALL KINDS OF PIG-IRON FROM 1897 TO 1900 BY STATES.

States.	1897.	1898.	1899.	1900.
Mass.....	3,284	3,661	2,476	3,310
Conn.....	5,336	6,336	10,129	10,233
N. York....	243,304	223,011	264,348	282,827
N. Jersey..	95,696	100,681	127,598	170,282
Penn.....	4,631,534	5,587,832	6,558,578	6,365,935
Maryland..	193,702	190,974	234,477	290,073
Virginia...	307,610	283,274	365,491	490,617
N. Caro....	17,092	12,762	17,835	28,984
Georgia....	947,831	1,033,676	1,083,905	1,184,337
Alabama...	6,175	5,178	5,803	10,150
Texas.....	132,907	132,699	187,553	166,738
W. Va.....	35,599	100,724	119,019	71,562
Kentucky..	272,130	263,439	246,166	362,190
Ohio.....	1,372,889	1,986,358	2,378,212	2,470,911
Illinois....	1,117,239	1,365,898	1,442,012	1,363,383
Michigan..	132,678	147,640	134,443	163,712
Wisconsin..	103,909	172,781	203,175	184,794
Missouri..	5,582	141,010	138,880	150,204
Colorado..	23,883			
Total....	9,652,680	11,773,934	13,620,703	13,789,242

Better Tone in Iron.

Matthew Addy & Co., in their market report, say:

"Unquestionably the market has a better tone. The improvement began with the purchases of Bessemer, which inspired more confidence in buyers than they had before possessed. The result has been a much more active demand and considerable purchasing. Not only are the small buyers decidedly in evidence, but a number of large lots have been bought, and as we write several wholesale blocks are under consideration. The requests for faster shipments on old orders is as pressing as ever. Melters of iron throughout the country are busy, and there is a revival of trade in many directions that is conspicuous, notably in cast-iron pipe. It is an undisputed fact that all branches are busy, and that the prospects ahead for an increase in activity are excellent.

"Ironmasters, both North and South, are complaining that prices have been forced down now to a point where the margin of profit is too small for safety. There are still buyers of Southern iron who seem to feel that at present prices the Alabama and Tennessee ironmasters have a bonanza. Could they see the cost sheets of the Southern iron companies they would speedily realize their mistake. Costs in the South advance precisely in the same ratio as costs in the North. Under these circumstances lower prices than those prevailing are not at all probable; in fact, the present active buying indicates firmer views on the part of sellers all around. All the recent developments are full of encouragement, and we look for a continuance of buying that will put the ironmasters in an increasingly better position."

New Southern Iron Company.

The United States Collieries, Steel & Iron Co. has been incorporated in West Virginia, with a capital stock of \$5,000,000. Daniel Crook of Baltimore is president; Gen. Julian S. Carr of Durham, N. C., vice-president; John H. Foss of Baltimore, secretary; R. E. Lyon of Baltimore, treasurer; Joseph W. Hazell, 213 Courtland street, Baltimore, general counsel. These, with Lewis A. Carr of Durham and Harry A. Remley of Baltimore, are directors for the first year. The company is said to own 6000 acres of land in Northwestern North Carolina, on which is a large quantity of fine Bessemer magnetic iron ore. In a short time the company expects to have its own plant for producing Bessemer pig-iron. Beyond these statements the promoters refuse additional information.

State Geologist Yeates of Georgia, after inspecting the gold mines in McDuffie county, is enthusiastic over the mining prospects there.

The steamship Themis has been added to the Mexican-American Steamship Co.'s fleet operating between New Orleans and Mexican ports.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Two Important Combinations.

Two important railroad combinations are announced on official authority. One is a "mutuality of interests" between the Union Pacific and the Southern Pacific. A syndicate represented by E. H. Harriman has secured a controlling interest in both systems, acquiring the securities of Speyer Bros. and the Huntington estate in the Southern Pacific. The magnitude of this deal can be appreciated when it is stated the total capital stock of the Southern Pacific is \$200,000,000 alone. It is announced that both systems will be operated in harmony with each other in the future. The Southern Pacific extends from New Orleans to San Francisco, and its total mileage is 7417.

The report that the Southern Railway Co. has acquired control of the Mobile & Ohio system is confirmed in a statement from President Samuel Spencer of the Southern, in which he says that the terminals of the Mobile & Ohio at Mobile will be used to develop foreign traffic by way of that port, while the Mobile & Ohio will be enabled to use the Southern terminals in the eastern suburbs of St. Louis. Thus the combination will be of mutual benefit. The Southern will also have the advantage of a shorter line between Montgomery and St. Louis by way of the Mobile & Ohio.

By the provisions of the plan the Southern Company offers the stockholders of the Mobile & Ohio an annual payment equal to a dividend of 2 per cent. for the first year, 3 per cent. for the second year and 4 per cent. thereafter, also giving a guarantee of the general mortgage 4 per cent. bonds to the bondholders of the company. The Mobile & Ohio is 876 miles in length, extending from Mobile to Montgomery and St. Louis, with branches in Alabama, Mississippi and Kentucky.

Norfolk & Western May Extend.

The Norfolk & Western Railway Co. has under consideration a very important extension in Northwestern North Carolina and Western Virginia, which will reach the timber and mineral resources of this section of the South. In a letter to the Manufacturers' Record Mr. Henry Fink, president of the company, writes the company will probably have surveys made with the view of extending its North Carolina division. It is understood that the surveys will be made through Grayson county, Virginia, and Alleghany, Watauga and Ashe counties, in North Carolina. A portion of the route is along the New River valley, and the line, if built, will reach the Ballou ore districts in Ashe county. A charter has been secured and a company formed under the title of the New River Development Co. in North Carolina, which is probably acting in the interest of the Norfolk & Western. It includes Richard Wood of Pennsylvania, R. B. Roane and J. D. Patton of Virginia and George P. Pell of North Carolina. The extension, if built, will probably connect with the main line at Gossan, Va., and will be at least seventy-five miles in length.

Making Rapid Strides.

In a recent interview relative to the territory adjacent to the Southern Railway President Spencer is quoted in the Financier as follows: "There is nothing to say in regard to the South in addition to what is already known—everyone is acquainted with the rapid strides that the South is making. Cotton factories are being run

up on the line of the Southern Railway so fast that it is difficult to keep account of them. Another thing that should be taken into consideration in regard to the Southern Railroad is that while, of course, its earnings are considerably enhanced when the farmers receive a high price for their cotton crop, it must be remembered that the stability of the earnings of the Southern are in no way dependent upon that or any other one product. As shown in our last report, the proportion of cotton shipped is only about 4 per cent. The population is increasing so rapidly and the manufactories are growing so fast that our earnings have such a diversity of sources to draw from that it will take a general depression to really affect our returns."

New North Carolina Line.

A correspondent of the Manufacturers' Record writes that the first section of the Tennessee & North Carolina Railroad, now under construction between Newport, Tenn., and Waynesville, N. C., will be about twenty-five miles in length. Work has begun upon the right of way, and tracklaying will begin as soon as the weather permits. The road is to run through a portion of Haywood county, North Carolina, to reach timber land controlled by the North Carolina Land & Lumber Co. The tract comprises 55,000 acres. Mr. J. B. Hart of Clarksburg, W. Va., is at the head of the land company, and Mr. J. J. Holloway of Wheeling, W. Va., president of the railroad company.

Reports of Commissions.

The report of the corporation commission of North Carolina shows that the total railroad mileage in the State is 3637, an increase, according to the report, of sixty-three miles during the past year. The number of the State banks doing business is fifty-nine, while in addition are twenty-eight private banking houses, nine savings banks and thirty-two building and loan associations.

The report of the railroad commission of Alabama for the year ending June 30, 1900, shows that during the twelve months 424 miles of new line were built, making a total of 4042 miles in operation within the State limits.

Baltimore to York.

The York Southern Railroad Co. has voted in favor of the appropriation to consolidate with the Baltimore & Lehigh Railroad, thus forming a through line between Baltimore and York, Pa., a distance of seventy-seven miles. As already stated in the Manufacturers' Record, it is understood that the Philadelphia & Reading Company is interested in the matter, and that an extension may be built to a point on the Reading system, which will allow it to use the new route for an entrance to Baltimore.

Sample of Southern Industry.

Five freight trains recently left Richmond, Va., by way of the Seaboard Air Line, representing 105 carloads of baking powder manufactured in that city. The trains represented over 1500 tons of baking powder, which will be distributed in various Southern markets.

Railroad Notes.

The Wheeling & Lake Erie Railroad Co. has ordered ten locomotives, six of which will be used for switching purposes and four for hauling freight trains.

The Southern Railway Co. has prepared plans for the construction of a new roundhouse at Atlanta, which will be one of the largest in the South and cost about \$100,000.

The report of the Northern Central Railway Co. for the last calendar year shows a very large increase of earnings, the gross representing \$612,000 more than for the year 1899. The net earnings increased \$397,400, and for the month of December alone \$91,000.

The Powell's Mountain Mineral Railway Co. writes the Manufacturers' Record that the railroad in which it is interested will be ninety-five miles in length, and that surveys are now being made for the road, which is to be built as soon as possible. The company may be addressed at Sneedville, Tenn.

The Gulf & Ship Island Railroad Co. has recently issued a handsomely-illustrated prospectus showing its terminals at Gulfport and other stations along the line, as well as a map of the railroad and connections. The prospectus contains considerable interesting information about the resources of the country which it traverses.

The plan to build a railroad between Roanoke and Fincastle, Va., has resulted in the formation of the Botetourt Electric Railway & Power Co., of which James Godwin of Fincastle is president. In a letter to the Manufacturers' Record Mr. Godwin writes that twelve miles of the route are already graded, and that its total length will be twenty miles. It will extend through several communities between its terminal points and will include a number of important industries on the route, which is through an extensive mineral and timber territory.

Mr. Joseph S. Miller, president of the Great Falls & Old Dominion Company at Washington, informs the Manufacturers' Record that it is expected to build this road between the Aqueduct Bridge, Washington, and the Great Falls of the Potomac river, in Fairfax county, Virginia, during the present year. All of the arrangements have not as yet been completed. It will probably enter the city of Washington by way of the bridge referred to, as a bill is pending in Congress giving it the necessary permission. The road will be operated by electric-power and be fourteen miles in length.

Terminals at Galveston.

Work on the Southern Pacific terminals at Galveston has reached a point where arrangements are being made to build a power-house. This structure will contain a 500-horse-power engine and a series of dynamos for furnishing the illumination, also the power, which will be used in transferring freight on shipboard. The channel in front of the terminals is being dredged to a depth of 700 feet. The largest pier will be ready for operation by March 1, while the second pier will be completed by April 1.

The recent report in the Manufacturers' Record that the United Fruit Co. had decided to construct a fleet of steamships for its trade between the West Indies and Southern ports is confirmed by the United States consul at Copenhagen, Denmark, where three of them will be built. Seven vessels in all will be constructed. Their average dimensions will be 227 feet in length, 32 feet beam and 23 feet depth, with a carrying capacity of 1000 tons.

German de la Cerra of Gijon, Spain, in a letter to the Manufacturers' Record writes that a large business can be done in his community in a great number of articles, but at present nothing is done because the city is unknown in the commercial world. He suggests as possibly salable articles materials for railways and tramways, all kinds of machinery, cotton, grease, lubricating oils and manufactured goods in general.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Charleston's \$225,000 Bag Factory.

The Royal Bag & Yarn Manufacturing Co. of Charleston, S. C., is about to make contracts for the erection and equipment of its \$225,000 yarn and bag manufactory, previously announced. The D. A. Tompkins Company of Charlotte, N. C., is engineer for the plant, and now has plans and specifications ready for contractors, bids from whom will be received until February 15. The structures will consist of a main building 100x240 feet, engine-house 50x50 feet, boiler-room 50x50 feet and annex 50x80 feet. The mill will have 5000 spindles for making yarns and 125 looms for manufacturing seamless bags. George A. Wagener is president.

The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight during the first five months of the present season was 7,590,915 bales, an increase over the same period last year of 717,898 bales; exports were 3,942,693 bales, an increase of 610,142; takings by Northern spinners 1,351,942 bales, a decrease of 330,054; by Southern spinners 752,257 bales, a decrease of 18,159.

Textile Notes.

R. J. Corbitt and others of Enfield, N. C., have incorporated the Enfield Knitting Mill with a capital stock of \$10,000.

The Louise Cotton Mills of Charlotte, N. C., will issue \$10,000 worth of preferred stock, presumably for improvement purposes.

The Williamaburg (Va.) Knitting Mill Co.'s issuance of \$18,000 worth of bonds, lately mentioned, is to be used for working capital.

The Payne Cotton Mills of Macon, Ga., has obtained authority to issue \$100,000 worth of bonds for the purpose of making improvements.

N. G. Long of Elberton, Ga. (address, Gholston Inn), intends to establish a knitting mill, and is in the market for complete equipment.

The Cedartown (Ga.) Company is corresponding with a company that contemplates removing to the South a large line and twine mill and a brick-manufacturing plant.

The Ashcraft Cotton Mills of Florence, Ala., lately noted to increase capital \$50,000, will expend about \$40,000 for new looms, so that the mill may manufacture sheeting.

J. R. Core, A. J. McCoy, E. B. Bloom and J. W. Walker are promoting the cotton-mill company for Pine Bluff, Ark., lately mentioned. A \$100,000 plant is proposed.

The Lynchburg (Va.) Cotton Mills will build a cloth warehouse and a dozen tenement cottages for operatives. The cloth-house will cost about \$10,000. Plans are now being prepared.

Thos. B. Lee of Greenwood, S. C., is desirous of obtaining estimates on equipment for manufacturing 1000 pounds of

cotton batting or wadding daily. Probably a mill will be built.

The Raleigh (N. C.) Hosiery Co. contemplates establishing a paper-box factory in connection with its hosiery mill, and invites correspondence from makers of the machinery required.

The Russell Manufacturing Co. of Winder, Ga., will install an electric-light plant in its hosiery mill, and is in the market for the machinery. E. J. Adams, superintendent, can be addressed.

The Griffin (Ga.) Knitting Mills is considering the installation of a dyeing plant, and invites estimates on complete equipment. Capacity required would be for dyeing 100 dozen garments daily.

R. T. Felder, mayor of Americus, Ga., has received a proposition from parties who offer to build a \$100,000 cotton mill in Americus, provided local investors subscribe for \$40,000 worth of stock.

Justin C. Jackson of Wilsonville, Ala., lately reported as to establish a knitting mill, will locate the plant at Tallapoosa, Ga. A \$10,000 stock company will be organized to own and operate the mill.

A \$20,000 stock company is being organized at Winston-Salem, N. C., for the manufacture of knit goods. The required capital has been subscribed. G. E. Webb can probably give further information.

The Gonzales (Texas) Cotton Mills has awarded contract to Allert & Schaubohm at \$47,000 for the erection of building for its plant. The recent contract placed was declined by the bidder. This will be a 5000-spindle mill.

A \$100,000 company is being organized at Belmont, N. C., for the erection of a 5000-spindle cotton mill. Site has been purchased, and construction will commence soon. Robert Stowe will be secretary and treasurer.

S. F. Burdan of Fall River, Mass., is reported as stating that capitalists of Fall River contemplate erecting, in either Alabama or Mississippi, a \$500,000 mill for sheetings and drills. Efforts will be made to secure the enterprise for Jackson, Miss.

E. G. Davis, secretary of the Henderson (N. C.) Cotton Mills, has purchased the plant of the Blue Ridge Manufacturing Co. at Petersburg, Va. Baltimore parties owned the mills until recently. The ring spindles number 3024 and the looms 105.

It is proposed at Quitman, Ga., to organize a company for the erection of a hosiery knitting mill to utilize yarns made at Quitman. It is desired to interest Northern capitalists in this enterprise. Judge Jos. Tillman can be addressed for information.

The Jacksonville (Fla.) Knitting Mill Co. has been organized, with capital stock of \$25,000, to acquire and operate an established plant. Probably seventy-five operatives will be employed. C. E. Garner is president; W. B. Shaver, secretary, and A. S. Hubbard, treasurer.

The Seneca (S. C.) Cotton Mills, capitalized at \$200,000, has been granted its charter, with L. W. Jordan as president and treasurer. Messrs. W. B. S. Whaley and W. A. Clark of Columbia, S. C., are directors of the company. The plant was completed recently, with 10,000 spindles and 300 looms.

The Cuero (Texas) Cotton Mill, previously organized, will open bids February 28 for the construction of its building, and contractors are invited to submit estimates. Plans and specifications are on file. This will be a 5000-spindle plant, representing \$100,000 capital. J. B. Ashworth is secretary.

Application has been filed at Charlotte, N. C., by Dr. J. H. McAden and B. D.

Heath of Charlotte and J. R. Leak of Rockingham for the incorporation of a cotton manufacturers' commission company; capital, \$250,000. The principal office is to be in Charlotte, and branch houses will be established wherever necessary.

John C. Lowry of Philadelphia, Pa., and associates have purchased the plant of the Southern Finishing & Warehouse Co. at Greensboro, N. C. Mr. Lowry is said to be of Coulter & Lowry, conducting a finishing house in Philadelphia for some years. The Greensboro plant will be enlarged and improved with additional machinery.

QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago, February 5.

No. 10s-1 and 12s-1 warps.....	14 @14 1/2
No. 14s-1 warps.....	14 1/2 @14 1/2
No. 16s-1 warps.....	15 @
No. 20s-1 warps.....	16 @
No. 22s-1 warps.....	16 1/2 @
No. 26s-1 warps.....	17 @
No. 6s to 10s bunch yarn.....	14 @
No. 12s-1.....	14 1/2 @
No. 14s-1.....	15 @
No. 16s-1.....	15 1/2 @
No. 20s-1.....	16 1/2 @
No. 22s-1.....	17 @
No. 26s-1.....	17 @
No. 8s-2 ply soft yarn.....	14 @14 1/2
No. 10s-2 ply soft yarn.....	15 @
No. 8s-2 ply hard.....	14 @14 1/2
No. 10s-2 ply hard.....	14 1/2 @
No. 12s-2 ply hard.....	14 1/2 @
No. 14s-2 ply.....	14 1/2 @
No. 16s-2 ply.....	15 @15 1/2
No. 20s-2 ply.....	16 @16 1/2
No. 24s-2 ply.....	17 @17 1/2
No. 26s-2 ply.....	17 1/2 @
No. 30s-2 ply yarn.....	18 @
No. 40s-2 ply.....	27 @
No. 8s-3, 4, and 5 ply.....	14 @14 1/2
No. 20s-2 ply chain warps.....	16 @16 1/2
No. 24s-2 ply chain warps.....	18 @
No. 26s-2 ply chain warps.....	18 @
No. 30s-2 ply chain warps.....	18 @18 1/2
No. 16s-3 ply hard twist.....	15 @15 1/2
No. 20s-3 ply hard twist.....	16 @16 1/2
No. 26s-3 ply hard twist.....	17 1/2 @18

Cottonseed-Oil Notes.

The Athens Oil & Cotton Co. of Athens, Texas, has been chartered, with a capital stock of \$50,000. The incorporators are J. M. Hardaway, J. F. Gilmore and J. A. Nash of Kaufman.

The buildings of the Laurel Oil & Fertilizer Co. of Laurel, Miss., have been completed, the machinery installed and the mill started. The officers of the company are T. B. Bonner, president; R. P. Clayton, secretary; W. B. Rogers, treasurer, and K. C. Hall, manager. The buildings and machinery are of the latest and most improved type.

The following are official quotations on cottonseed and cottonseed products, as posted at the New Orleans Cotton Exchange: Prime refined oil, in barrels, 29 1/2 cents per gallon; off refined oil, in barrels, 28 1/2 cents per gallon; prime crude oil, off loose, 24 1/2 cents per gallon; off do., 23 1/2 cents per gallon; prime cottonseed cake, \$23 to \$23.25 per ton of 2240 pounds; off do., nominal; prime cottonseed meal, \$23 per ton of 2240 pounds; off do., nominal; soap stock, 1.1 cents per pound; linters, per pound, choice, 4 1/2 cents; A, 4 1/4 cents; B, 3 1/2 cents; C, 3 1/2 cents; cottonseed in sacks delivered in New Orleans, \$14 per ton of 2000 pounds; in bulk delivered in New Orleans, \$13 per ton of 2000 pounds.

It is expected that the near completion of the government locks connecting the Mississippi river and Bayou Plaquemine will be a great benefit to lumbermen as well as sugar planters.

The sales in the Joplin (Mo.) district during the week ended February 2 amounted to 10,902,710 pounds of zinc ore and 1,074,190 pounds of lead ore, valued in all at \$150,411.

The work of securing rock salt from the deposits controlled by the Myles Salt Co. on Week's Island, La., has commenced, and the material is now being shipped by the canal.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record, Baltimore, Md., February 6.

In the local lumber market the business of the past week has not shown any material expansion, but trade, however, continues steady, with prospects of a better demand in late February and early March. Local yards are not adding largely to their present stocks, and out-of-town dealers are buying in lots to satisfy present wants. The situation in North Carolina pine is unchanged; stocks are in good shape, and prices steady throughout the list. White pine and cypress are quiet and steady, with values well maintained. In hardwoods poplar continues to show considerable strength as to values, with a fairly active demand. Stocks of hardwoods generally are more than ample for the demand, with oak, ash and other woods somewhat lower in price. The building trade is quiet, and with the unfavorable weather of the past ten days operations have been restricted. The foreign export trade remains quiet, with the outlook for business rather tame under existing conditions at European ports. Freight rates are easier, but values on the other side have tendency to a lower range.

Norfolk.

[From our own Correspondent.]

Norfolk, Va., February 4.

The first month of the new year, just closed, has developed a fairly active business in the leading channels of the lumber industry in this section. The North Carolina pine lumber business has shown a vigorous development throughout this section of the State and Eastern North Carolina. The various woodworking concerns are all busy; planing mills report business as better than for the same period last year, all being well supplied with orders for prompt and future delivery. The general list of values is unchanged, and in its entirety is very steady. Buyers, however, are generally cautious in their purchases, and are not disposed to close distant future deals at present figures. There is considerable business doing in the hardwood line, and foreign shipments are improving. The local demand for all grades of lumber is good, and during the present year it is expected that much greater quantities will go into consumption for local and suburban improvements than last year. Coastwise lumber freights are easier, with rates to New York \$2.50 and Boston and eastward \$3.50 to \$3.75. The schooner W. F. Campbell was chartered last week to load lumber at Wilmington, N. C., for Baltimore at \$4, and schooner Ira D. Sturges to load dry lumber at City Point, Va., for New York at \$2.75.

Charleston.

[From our own Correspondent.]

Charleston, S. C., February 4.

Lumbermen in this section of the State are greatly encouraged by the present outlook for business, and in the various avenues of the lumber industry the development is quite vigorous in character. The demand is good, and values are remarkably steady all along the line. While Charleston lumbermen are now getting a good share of the lumber trade, the port of Georgetown is rapidly becoming one of considerable importance. The mills at Georgetown and points nearby are now having more than their usual share of trade. The demand for yellow pine and cypress lumber keeps all the mills busy, and, besides the shipments by rail, the

steamers of the Atlantic Coast Steamship Co. are carrying out millions of feet monthly. The shipments from Charleston for the week ending the 1st inst. were 1,791,000 feet, distributed as follows: For New York schooner Thos. A. Ward, 510,000 feet of lumber; schooner Jose Olaverri, 440,000 feet; schooner J. H. Parker, 373,000 feet, and schooner Pasadena, 468,000 feet. The total shipments of wood products from this port since September 1, 1900, amount to 22,767,898 feet, against 22,229,900 feet for the corresponding period in 1899-1900. The offering of desirable vessels for the lumber-carrying trade is more liberal, with rates slightly easier. The schooner Bayard Hopkins was chartered last week to load at Georgetown, S. C., for Baltimore with shingles and lumber, lump sum, and schooner Jas. D. Dewell, Charleston to Philadelphia with lumber on private terms.

Jacksonville.

[From our own Correspondent.]

Jacksonville, Fla., February 4.

During the month of January, just closed, the record of business in all branches of the lumber trade was much above the average, and the general condition surrounding the market indicates a material increase in shipments during the present month. The saw-mills here and at adjacent points are all well supplied with orders, domestic and foreign. The foreign trade especially is increasing every year, and the demand from Northern and Eastern ports continues uninterrupted. All the milling plants here are in first-class condition, having undergone many improvements during the past year, new machinery in many cases having been added. The Bucki Lumber Mill is now in good running order, and will add this year very materially to the shipments of the port. As to the tone of the market, it is safe to say that throughout the general list of values for both yellow-pine and cypress lumber there is a decidedly firmer tone since the new year opened. The record of business for January, as reported by the collector of customs, furnishes some items of interest. During the month sixteen steamers and twenty-three schooners of a total tonnage of 37,985 entered the port, and seventeen steamers and twenty-three schooners of a tonnage of 37,853 cleared. The coastwise shipments of lumber for January amounted to 10,595,935 feet of yellow pine and 650,350 feet of cypress. Shipments of crossties were 52,807, being a considerable increase over the corresponding month in 1900, due partly to the arrival of several large schooners of high tonnage and great draught. The foreign shipments for January showed a great gain. The lumber shipments are almost 33 1/4 per cent. above what they were a year ago, being 1,327,233 feet for 1901, against 983,094 feet for 1900, a gain of 344,139 feet. Coastwise and foreign rates of freight on lumber are somewhat easier, with a better offering of desirable tonnage. The charters last week reported were the schooner Erie B. Hall, 360 tons, from Jacksonville to Roundout with lumber at \$5.12 1/2 and towage; schooner Annie T. Bailey, 380 tons, Jacksonville to Philadelphia with lumber on private terms, and schooner E. G. Hight, 449 tons, Jacksonville to New York with lumber on private terms.

Mobile.

[From our own Correspondent.]

Mobile, Ala., February 4.

The month of January was one of considerable activity at this port in all lines of the lumber and timber industry, the former, however, showing the greatest volume of business. Conditions surrounding the lumber market are considered very promising, and manufacturers and whole-

sale commission houses are well satisfied with the present tone of the market for all grades of lumber. The demand from South America is very fair at present, while the Cuban business continues to show some expansion; in fact, the demand from all the usual sources is all that can be desired, while prices are holding steady at the recent slight advance. During the past week over 2,500,000 feet of lumber left this port, of which nearly 2,000,000 feet went to South America, and the balance to Cuba and Mexico. The total shipments for the season amount to 40,487,087 feet, against 59,252,566 feet for the same period last year. The movement in timber is only moderate, and the market rather quiet. Sawm timber is quoted 10 to 11 cents per cubic foot, 40-foot basis. There is a good demand for logs. Cypress logs are quoted at 6 to 10 cents per cubic foot, poplar logs \$8 per 1000, oak at \$8 to \$12, and cottonwood \$4 to \$5 per 1000 feet. There is a fair demand for pine saw logs at \$5 to \$8 per 1000 feet, according to average and quality. Hewn timber when placed upon the market will bring 13 1/2 to 14 cents per cubic foot, and hewn oak 15 to 18 cents per cubic foot. Ocean freights are slightly easier, with a better offering of desirable vessels. The British steamer Oranmoor, 1552 tons, was chartered last week to load timber at Pensacola for the Continent at 105/, and steamer Gaditano, Pensacola to Liverpool with timber at 102/6.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, February 4.

The month of January has shown a greater enquiry for sawn yellow pine railroad ties than perhaps any month in the history of the lumber business. The Chicago, Rock Island & Pacific Railway in December, or, properly speaking, the first of January, bought from Beaumont mills 500,000 ties, amounting to 16,000,000 feet. The International & Great Northern Railway of Texas bought the same month in Beaumont 75,000 ties, or 2,400,000 feet. In addition to these they bought in Houston 150,000 ties, or 4,800,000 feet, and in other milling points 50,000 more, making 275,000 ties for the International & Great Northern Railway. These are actual orders, and, in addition, enquiries came in during that month, which have not yet been closed for, amounting to 600,000 ties more, or say 19,200,000 feet. It may be stated, without fear of contradiction, that at the long-leaf mills of Louisiana and Texas there are orders today for almost a million ties, which would be 32,000,000 feet of lumber. The railroads are also buying large quantities of timber, and trade in that line is good. List prices are being upheld strictly. The interior trade with the dealers is flourishing; the mills are supplied with all the business that their facilities enable them to ship promptly. Not in years has there been such a big January business as was had last month. It would have been larger had cars been more plentiful. The criterion in Texas, or basis for prices, is the price on dimension stock, by which is meant 2x4, 2x6 and 2x8, twelve to twenty-four feet long. In September, when the trade began picking up, this was selling at \$12 on 20-cent freight rate; today it is selling at \$14, and in thirty days will undoubtedly be bringing \$14.50. Stocks at mills are considerably short and badly assorted, making it difficult to fill regular orders.

Lumber Notes.

The shipments of lumber from the port of Jacksonville, Fla., for the month of January, 1901, amounted to 10,595,925 feet of yellow pine, 650,250 feet of cypress, 52,807 crossties and 1,635,250 shingles.

It is stated that C. R. Cook of Waco, Texas, a capitalist and timberman, has just let the contract for a large planing-mill plant to be located at Stephens, Ark. Later on a large hardwood mill will be located there.

The Norfolk Hardwood Co. of Norfolk, Va., was chartered last week, with a capital stock of \$5000. The officers of the company are F. D. Marsh of Cambridge, Mass., president; H. R. Leonard of Norfolk, secretary and treasurer.

The Clarendon Lumber Co. of Clarendon, Ark., was chartered last week, with a capital stock of \$10,000, all paid in. The incorporators are J. S. Thomas, president; J. P. Lee, vice-president, and W. M. Graham, secretary and treasurer.

At Algood, Tenn., the business in lumber at present is said to be the best on record. One lumber-yard with 3,000,000 feet of lumber is shipping to every market direct, some going to Europe. Algood is a large shipping point for the finest walnut veneering.

The Brookhaven Lumber & Manufacturing Co. of Brookhaven, Miss., whose plant was recently destroyed by fire, has decided to move to Hattiesburg, Miss., instead of rebuilding at Brookhaven. The name and personnel of the company will remain the same.

The Union Association of Lumber Dealers of Ohio, Indiana and Pennsylvania, now making a tour of the South, visited the plant of the Bowie Lumber Co. at Bowie, La. After inspecting the mill plant the party was piloted into the cypress swamp, where they witnessed the process of logging as it is done in the Louisiana lowlands.

Kaiser & Schmidt, proprietors of the La Porte saw-mill and box factory of La Porte, Texas, received an order for 50,000 feet of long-leaf pine lumber from Germany. If the order proves satisfactory it is said the firm will be given an order for all they can ship. It is the firm's intention to double the capacity of their plant, which is now 50,000 feet.

It is reported that Northern capitalists have purchased 6000 acres of fine timber land in Grainger county, Tennessee. The land is in the vicinity of Rutledge, and is a part of Clinch mountain. It parallels the Knoxville & Bristol Railway for a distance of six or eight miles. The new owners will erect saw-mills on the property, and will make shipments in a very short time.

It is stated that Henderson Bros. of Guntersville, Ala., intend to build a city at Carlisle, on the North Carolina & St. Louis Railroad. They have already begun the erection of a large saw-mill of about 20,000 feet capacity. The firm has an order for over 1,000,000 feet of lumber. At present there is only a depot and several cottages, and it is the intention of the promoters to have a thriving town on the site.

The American Coal & Lumber Co. was chartered at Charleston, W. Va., last week for the purpose of operating and purchasing coal and timber lands. The capital stock is \$250,000, paid in \$25,000 and authorized capital \$1,000,000. The incorporators are Fred Clark, Tioga county, New York; John A. Wyman, Bayonne, N. J.; H. J. Bandel and C. E. Bonwell, New York, and S. A. Dutton, Sutton, W. Va.

Mr. E. L. Brown, contractor and lumber dealer of Big Stone Gap, Va., has purchased of M. C. McCorkle & Sons, for the sum of \$18,000, two large saw-mills and all the horses, wagons, machinery and logging utensils belonging to the plant. Mr. Brown also purchased the timber rights on 7000 acres of land on Stone

mountain, which will, it is said, yield about 10,000,000 feet, principally poplar, oak and hemlock.

The crosstie companies on the Cumberland river near Ashland City, Tenn., engaged in manufacturing crossties during 1899 and 1900 made and shipped 478,000 ties, valued at \$118,000. The tug T. H. Davis left Ashland City on the 29th ult. towing three barges with about 18,000 crossties for the Moss Tie & Lumber Co. of St. Louis. The activity at present in the lumber trade of Cheatham and other counties on the Cumberland river is quite pronounced.

The local lumber trade of Chattanooga, Tenn., is at the moment showing unusual activity, and the recent high water in the upper Tennessee and other rivers has brought a full supply of logs for the local mills. It is estimated that 9,000,000 feet of logs have been received, which will keep the local mills sawing until August next. The commercial woods received consist of oak, poplar, ash, beech, birch, walnut and gum, besides yellow pine and cypress. Large shipments will be made during the spring and summer months to the United Kingdom and Continent, while domestic shipments will be considerable.

The National Lumber Exporters' Association held its first annual meeting in Memphis on the 30th ult. Both sessions were behind closed doors. Mr. W. H. Russe of Memphis was chosen acting chairman in the absence of the president, Mr. Ernest M. Price of New York. All of the committees, standing and special, reported, and these reports held the attention of the meeting for the greater part of the session. The committees to whom were referred the reports of officers made their returns early, and the reports and recommendations were adopted with only an ordinary amount of discussion. The substance of these reports the secretary of the meeting positively refused to give out for publication, saying they were matters of exclusive interest to the association. Officers were elected for the ensuing year as follows: President, E. M. Price, New York, re-elected; first vice-president, H. N. Saxton, Knoxville, Tenn.; second vice-president, John C. Alcock, Baltimore, Md. The board of directors will elect a secretary and treasurer. Among those present were: H. N. Saxton, Knoxville; C. R. Mengel, Louisville; John Alcock, Baltimore; E. Stringer Bogges, Clarksburg, W. Va.; Edward Barber, Cincinnati; Julius Spicker, Louisville; F. A. Kirby, Baltimore; Alex. Lendrum, Kansas City; John Buford and Fred Brenner, Chattanooga; J. W. Thompson, R. J. Darnell, E. E. Taensler and Elliott Lang, Memphis.

The shipments of coal from Baltimore for foreign parts in January aggregated 56,199 tons, making a new monthly record. The coal went to ten different countries in twenty-five vessels, twelve of which were American bottoms.

A dispatch from Richmond, Va., is to the effect that Messrs. Chamberlin & Scott of that city, who have an extensive ironworking plant, are considering the question of establishing a ship-yard in connection with their business.

The Commercial League of Fort Smith, Ark., will endeavor to induce the Arkansas legislature to pass an act exempting manufacturing industries in the State from taxation for a limited number of years.

The Southern Manufacturers' Club of Charlotte, N. C., has elected Mr. D. A. Tompkins, president; Mr. J. S. Cothran, vice-president, and Mr. T. S. Franklin, secretary and treasurer.

MECHANICAL.

Pneumatic Tools.

The accompanying illustrations show pneumatic tools that have many important and novel features which give them decided advantages.

In order of importance and wide range

after it has been worn after years of service.

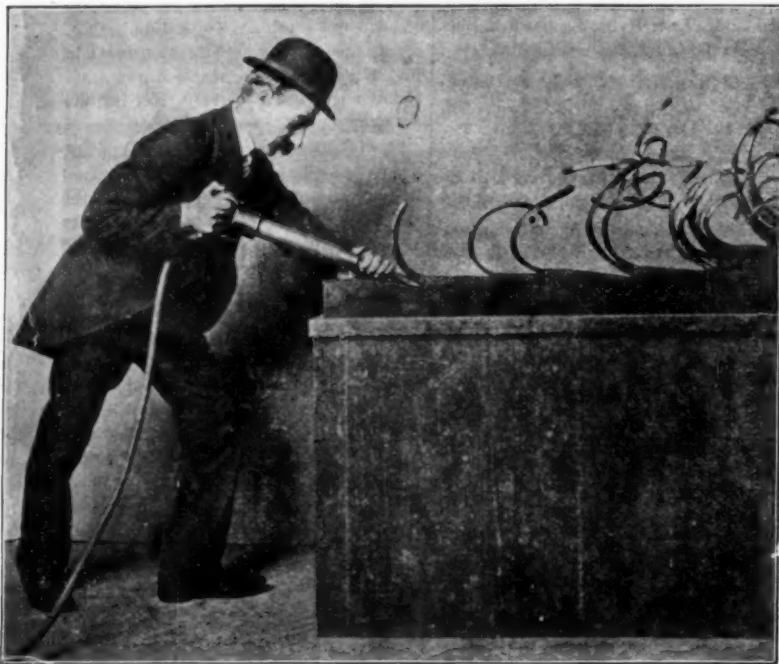
The material used is of the very best, and the valve is hardened and carefully ground and fitted.

For riveting two sizes of hammers are made, the smallest one driving five-eighths-inch hot rivets and under, and the largest, or long-stroke hammer, driving one-and-

tapping of holes in boiler, bridge and car shops. The work is rushed through by unskilled workmen, and the tool, to do it successfully, must be carefully designed, strongly built and simple in construction. These features have been embodied in the drills shown, and are the result of years of experience in design and manufacture. The drills are built for the hardest service, but at the same time are finished with a high grade of machine work. The drills have improved piston blades, fitted with packing strips that require no attention to keep them tight. These are so made that as the machine is used the bore of the cylinder acquires a glassy polish similar to that found in steam-engine cylinders. For convenience in tapping,

leaves the machine. The Columbia Pulverizing Co., 1418 F street N. W., Washington, D. C., is constructing this mill and offering it to buyers.

The parts of the mill that perform the operations indicated do not come into contact with each other, so that there is comparatively little friction. These parts are two in number, a stationary and a traveling disc. The stationary disc is thirty inches in diameter, with rows of cutting knives, concave, so as to subject the material to a continued cutting action. The revolving disc also has rows of cutting knives, and is adapted to travel between, without touching, the knives of stationary disc. After the material becomes fine enough to pass the discs it passes into the



CHIPPING AND CALKING HAMMER.

of work for which adapted, the chipping and calking hammers are placed first.

These hammers are made in five sizes, the smallest being designed for light chipping and calking, and the largest for the heaviest kind of work, such as chipping steel castings, cutting off gates, sink-heads, etc.

They are all of the "valve" type, and it

one-eighth-inch hot rivets. The design and construction of the valve of these hammers is the same as in the chipping hammers, thus avoiding the irregularity of action due to the wearing of the valve.

The long-stroke hammer, by an ingenious arrangement, ceases to operate as soon as the die is lifted from the rivet, although the throttle valve may be open.

flue rolling, etc., these drills are made reversible.

The Philadelphia (Pa.) Pneumatic Tool Co. manufactures the machines mentioned, and also offers other important labor-saving tools in the pneumatic field, including foundry rammers and riveting machines. Illustrated references to these latter machines will appear in this department soon.

Entirely New Pulverization Method.

The importance of economical fine pulverization is more appreciated today than ever before. Numerous mills have been devised and built for pulverizing, and been successful. Manufacturers and

finishing chamber, where it is reduced still further by another style of cutter on the rim of the revolving disc. The finishing side of disc is fitted with a fan or plow to draw in air and force out material as fast as finished, this being determined by the screen used. The screens are thirty-one and one-half inches in diameter, and do not wear rapidly. The knives are to a great extent self-sharpening, due to their peculiar construction. The simplicity and compactness of the mill is an attractive feature. The working parts are few, and easily reached. It is claimed that the Peer Mill will reduce more material with less wear per ton than any mill on market. No expensive foundation is required, and the

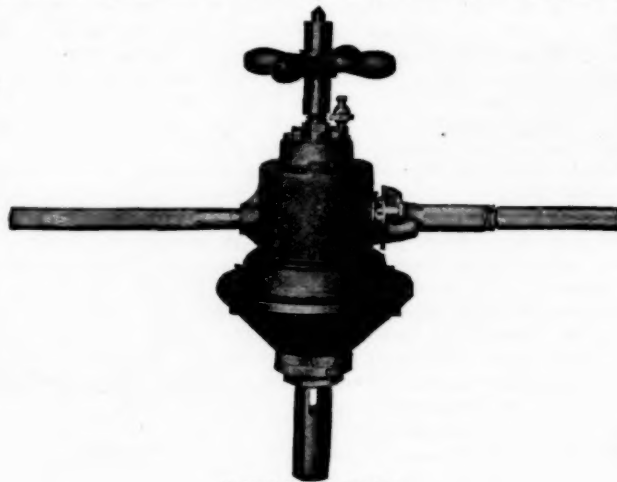


PNEUMATIC RIVETING HAMMER.

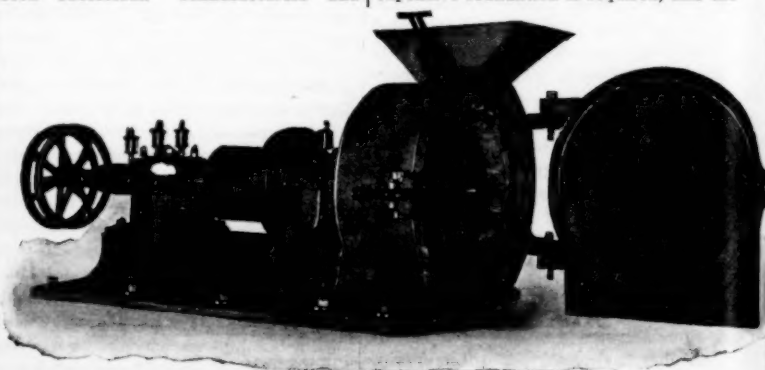
is due to the design and construction of the valve that the hammers are so popular. There are only two moving parts, the hammer proper and the valve, both moving in the same direction at the same time, so that the jar caused by the hammer striking a blow tends to more firmly seat the valve, and not to move it from its seat, as in some hammers. This insures uniform working of the hammer even

This avoids any unnecessary wear or liability to breakage which may occur should the hammer operate when the die is not held against some object. Other important changes and improvements have been made which place these hammers in the front rank of those on the market.

Probably the most trying work on pneumatic tools is the drilling, reaming and



PNEUMATIC DRILL.



THE PEER MILL.

others interested are invited to examine the merits of the Peer Mill, illustrated herewith. This mill has points of excellence that will appeal to the discerning. Its method is entirely new, devised by a man of many years' experience, and it has successfully pulverized ore, quartz, furnace slag, mica, tobacco, bones, coal, phosphate rock, rubber, cork, wood, paper, licorice root, graphite, cornstalks, corn and wheat. The new mill is not a grinding or attrition mill, and its product, however fine, shows under the microscope a regular angular formation. This will be appreciated by practical men. The mill will continuously cut, split and shear material from the time it enters until it

mill will run with ten horse-power, but it is advisable to have twenty-five horse-power, so as to maintain the speed required. One thousand revolutions will reduce 3000 to 4000 pounds of ore per hour so as to pass a 30-mesh screen; a considerable percentage of this will pass 150 mesh, and by increasing speed both the output and fineness of product increases.

For fibrous material increased speed is required; also discs are used with more cutting surfaces, and on the finishing side are four knives set in post that revolve with disc.

An internal screen is ordinarily used. This can be of any size mesh if it is designed to finish the material in the mill

without any tailings. When gradual reduction is preferred, the screen is dispensed with. Ore should be crushed to at least one inch in size, and can be fed either dry or wet.

To guard against accidents due to the introduction of iron into mill, the pulley is so constructed as to become loose. This makes the mill perfectly safe.

Direct-Acting Pressure Pump.

We illustrate one of the latest constructed compound direct-acting pressure pumps, one of the largest of its type built, and will be operated condensing.

The pump was built for gold-mine station work, the water end being designed for a working pressure of 600 pounds per



DIRECT-ACTING PRESSURE PUMP.

square inch, with ample margin for safety.

The valve-seats are of bronze of a special composition and type, seating on steel seats and located in individual chambers easy of access.

The entire water end is made of a special semi-steel composition. An extension piece is provided with an adjustable shoe for the guidance and support of the plunger.

The water plungers are of bronze, and of the trombone type, end packed, reciprocating through deep glands especially accessible.

The entire end is mounted on heavy cast-iron foot pieces. The steam end is of the crosshead type, lagged in polished steel. Steam valves are of the semi-Corliss type, the area ports for the induction and eduction of steam being especially liberal.

The valve adjustment is on the outside. Special equalizing valves are provided, and the rock stand supporting the valve gear is located in such a manner as to least interfere with the inspection of the working parts and to obviate any trouble due to vibration.

The crossheads are of a special type, being guided on the lower tie rods.

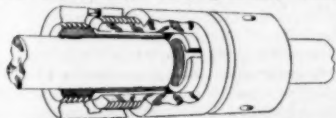
The pump is manufactured by the Stilwell-Bierce & Smith-Vaile Co., Dayton, Ohio.

Improved Shaft Couplings.

Manufacturers, power operators and others using shafting will be interested in improved shaft couplings.

The characteristic features of the Vandegrift Patent Compression Shaft Couplings are simplicity combined with positive results.

They are simple, consisting of five parts (two duplicates), being perfectly inter-



IMPROVED SHAFT COUPLING.

changeable, easily and quickly attached or detached from shafting.

They require no keys, bolts, pins, flanges, drilling, nor keyways, set screws, wedges, facing or fitting.

This gives a clean surface coupling, with no projection to endanger workmen; a gripping power that will break the shaft before slippage occurs, and accurate alignment of shafting.

The shafting is somewhat larger or smaller than standard size, being easily

coupled, the taper cones permitting considerable compression and expansion, and there is an equally-distributed bearing around the entire surface of the shaft.

For further particulars address Albert J. Ott, Station A, Indianapolis, Ind.

New Double-Spindle Lathe.

Users of lathes will be interested in this reference to a new lathe. In redesigning this lathe all the good points of the smaller sizes have been retained and new features added to bring it up to the standard of the best grade of modern machine tools. The machine is here illustrated.

Swing on upper spindle over bed forty-nine inches, over the wings of carriage forty-five inches, and over the carriage forty inches.

Bed is amply wide, so that the head or tailstock do not overhang. This adds greatly to the rigidity in handling heavy work on upper spindle. Leg or support under the tailstock end of bed is arranged to swivel (making it practically a three-point bearing), so as to accommodate an uneven floor or foundation.

Headstock is very wide on the base and rigid in construction. A support on the rear side connects the front and rear bearings of the upper spindle. This adds strength. The base is scraped to a flat

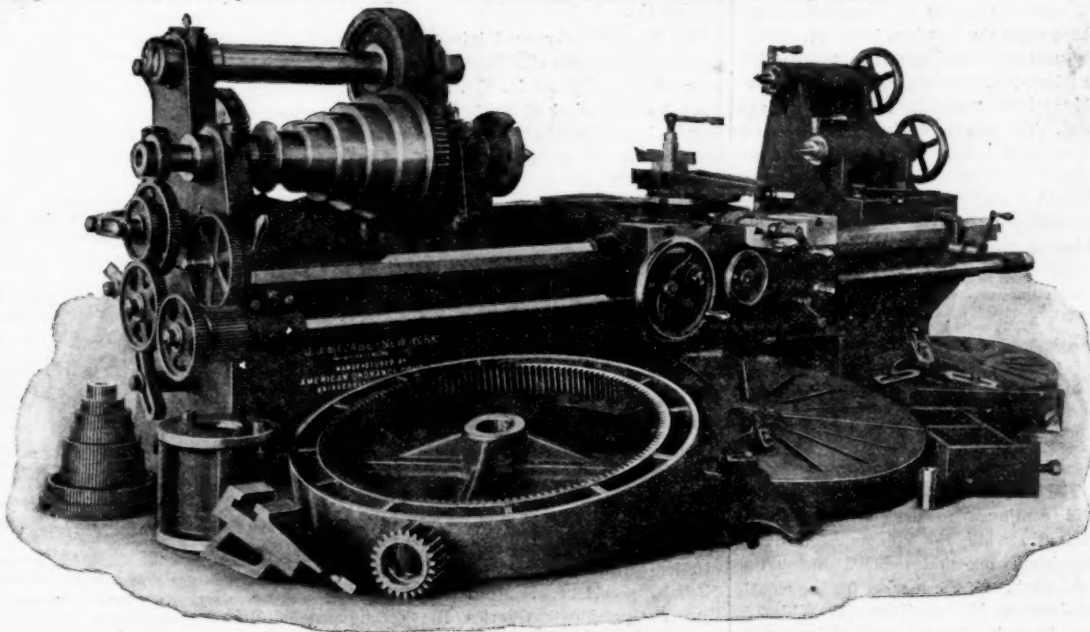
unusually heavy work. The internal gear is carefully cut, and driven by a steel pinion off the lower spindle.

Carriage gibbed front and back, with a bearing of forty-eight inches in length on the ways, and is twelve inches wide at the bridge or central part. The top is made flush, without any projections, planed and slotted for clamping large pieces in boring. It is powerfully geared, so that it can be operated conveniently, and has quick traverse along the bed with a large diameter hand-wheel.

Compound rest is supported on a cross-slide twenty-four inches in length on the carriage, and the full width of twelve inches. It has sufficient traverse to face full swing on upper spindle without shifting the tool or losing any of the bearing. Blocking-piece for compound rest brings the tool level with upper spindle. It is made so that it can be quickly taken off and the rest set down in its regular place.

Cross-feed is operated by means of a slip pinion under the cross-feed screw.

Screw-cutting range said to be two or three times that of the ordinary lathe. With the gears regularly furnished from one thread in two inches to thirty-two threads per inch, including eleven and one-half, can be cut on lower spindle, and from one thread in four inches to sixteen



NEW DOUBLE-SPINDLE LATHE.

bearing on the ways of the bed, and is held down by six cap bolts. Four adjusting screws are tapped through the flange where the headstock fits between flat ways of bed. The fit is made one-thirty-second inch loose at this point. This allows the headstock to be adjusted slightly in order to properly line up the spindle should the lathe bore tapering any time owing to the wear of the boxes.

Boxes are hard bronze, of extra length, carefully fitted and scraped to a perfect bearing. The thrust of the spindles is taken on hardened and ground tool steel washers of ample proportions.

Spindles are large in diameter, and made from a high grade of hammered steel of about forty-five points carbon. The lower spindle has a two-and-one-eighth-inch hole clear through; upper spindle is solid. Centers made from tool steel, and are one and three-quarters inches in diameter.

Cone is amply large in diameter, with five sections, and driven with three-and-one-half-inch double belt.

Gearing strongly proportioned throughout, of course pitch, wide faced and accurately cut. Lower spindle is back-gear. Upper spindle is triple-gear. Internal geared face-plate (ratio about 55 to 1) can be furnished as an extra for handling

threads per inch can be cut on upper spindle. Lead screw is two inches in diameter, made from a fine grade of high-carbon steel.

Friction feed is driven with splined screw, the threads of the lead screw being used for screw-cutting only. The feed is driven by gearing, and admits of three changes without removing the gears, and by reversing the position of gear on end of lower spindle and the second gear on stud three additional changes can be obtained, making six changes of feed without using the regular gears, that will give most any feed required. The feed is engaged by a hand-wheel, large in diameter, so that it is easy to tighten the friction by hand sufficient to carry the heaviest cut. The rack pinion is arranged so that it can be entirely withdrawn from the rack while cutting threads. It has a double bearing in the apron, and is supported clear out to the face of the rack. This overcomes any tendency to spring.

Reverse motion for controlling the feed is in the apron, and is operated by a lever within convenient reach.

Tailstock has a flat bearing twenty-five inches in length on the ways, and fitted with a taper gib on the front side to take up any wear. It is securely held with two binders and four bolts. Improved de-

vice for clamping spindle is used that overcomes the necessity of splitting the casting at this point. Quick traverse along the bed is by means of crank and steel pinion running in the rack. The usual set-over is provided for taper work.

Taper attachment of improved construction can be furnished extra.

Steady-rest is heavy and substantial, with opening of ten and one-half inches. It can be used in connection with both the upper and lower spindle.

Countershaft has tight and loose pulleys, driven with four-and-one-half-inch double belts. The tight pulley has five-inch face, and the loose pulley at each side nine inches.

Material and workmanship guaranteed to be of the best. All sliding surfaces are carefully fitted by scraping; cylindrical surfaces, wherever possible, by grinding. All lathes carefully tested before leaving the works, and are furnished with three face-plates, 11½, 26 and 44 inches in diameter, steady-rest with base, side-rest for turning full swing, follow-rest and change-gears for both feeding and thread-cutting, wrenches, etc.

Swings over the carriage on regular spindle sixteen inches.

Swings over the carriage on upper spindle forty inches.

Swings over the wings of carriage on upper spindle forty-five inches.

Turns between centers on a 10-foot bed three feet five inches.

Countershaft pulleys (tight and loose) eighteen inches, speed 120.

Weight on 10-foot bed, 10,500 pounds.

Weight each additional two feet of bed, 600 pounds.

Built by J. J. McCabe, 14 Dey street, New York.

Mr. Theodore M. Stephan of Bremen, Germany, in a letter to the Manufacturers' Record says: "In connection with ex-Governor Northen of Atlanta, I am endeavoring to direct emigration from this country to Georgia. This is all the easier for me, since I am closely connected with the foremost emigration bureau in Germany. We expect that negotiations will lead to a permanent stream of good settlers to Georgia."

Andashir Nowrojee & Co. of Bombay, India, in a letter to the Manufacturers' Record suggests that if American manufacturers are desirous of introducing their products in that market they might send samples with their lowest quoted f. o. b. at the American port to facilitate a test.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., February 6.

The local phosphate market continues very steady, with light receipts and the volume of business somewhat light when compared with the previous week. The following charters were reported during the past week: Schooner A. L. Mulford from Ashley river to Elizabethport with phosphate rock on private terms; British bark Alcides from west coast South America to Hampton Roads for orders with nitrate at 27/6; British steamer Tynedale from Fernandina and (or) Savannah to Hamburg with phosphate rock at 13/, one loading port, or 13/6 if both; the Norwegian steamer Aker was taken to load at Tampa with phosphate rock for Stettin at 21/, prompt. The situation at points of production in the Southern phosphate belt has not materially changed during the week under review. There is a better offering of desirable vessels, and rates are slightly easier. From Pensacola the shipments of Tennessee phosphate rock have been quite heavy during the past month, and still continue. There is considerable rock moving from the Mt. Pleasant district of the Tennessee phosphate field; the weather, however, during the past few days has been unfavorable to miners, but the prospects for considerable activity during the present month are good. The market for both domestic and export rock is very steady at last week's figures, while an offer of 2.60 for domestic rock is said to have been turned down by several companies. The prospects for shipping rock from South Carolina are better, and a foreign shipment went out from Charleston last week, while the domestic trade is reported better, with values steady. In Florida the business for the current month promises greater proportions than last from all the Florida ports. The market for both land rock and pebble phosphate is somewhat stronger.

Fertilizer Ingredients.

The tone of the market for ammoniates still continues to develop considerable strength, while the volume of business has been somewhat reduced during the past week. Of the market for the month of January Messrs. Thos. H. White & Co., in their circular dated February 1, say: "The first half of January was comparatively quiet in ammoniate demand and distribution. Producers held prices very firm. A belated Southern enquiry arising the last fortnight, great activity ensued, with large sale at advanced figures. The market is quiet again at the close, the demand apparently being fully satisfied."

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 75 @ 2 80
Nitrate of soda, spot Balto.....	3 00 @ 2 10
N. York. 1 32 1/2 @	
Blood	2 50 @ 2 55
Asotone (beef).....	2 47 1/2 @ 2 50
Asotone (pork).....	2 47 1/2 @ 2 50
Tankage (concentrated).....	2 47 1/2 @ 2 50
Tankage (9 and 20).....	2 45 @ 10 1/2 2 50 & 10
Tankage (7 and 30).....	20 50 @ 21 00
Fish (dry).....	27 50 @ 28 00

Phosphate and Fertilizer Notes.

The shipments of Tennessee phosphate rock from the port of Pensacola, Fla., for the month of January amounted to 11,973 tons.

The British ship Ursula Bright cleared from Pensacola, Fla., last week with 2767 tons of Tennessee phosphate rock for Havre, France, besides other cargo.

A shipment of high-grade fertilizer was made last week to Cuba by the Ashpou Fertilizer Co. of Charleston, S. C., which will be used in making agricultural experiments in Cuban soil.

The British ship Blaamanden arrived at Norfolk, Va., last week from South America with 5000 tons of acid soda, most of which will be shipped South via the Seaboard Air Line and Southern Railway.

The G. Ober & Sons' Co. of Baltimore, Md., is extending the wharves at its fertilizer works at Locust Point, in that city. This will give the company enlarged facilities for loading and discharging vessels.

Shipments of fertilizers from Nashville are assuming greater proportions every year. The Nashville, Chattanooga & St. Louis Railway is daily shipping 100 cars or more of fertilizers from the two plants located in West Nashville.

It is stated that representatives of the Virginia-Carolina Chemical Co. visited Americus, Ga., last week with a view of enlarging its fertilizer plant. If suitable lands are available they may build a new plant with a capacity of 15,000 tons.

Mr. Albert F. Dewey reports the shipments of phosphate rock from Punta Gorda for the month of January as follows: Schooner David P. Davis with 1680 tons and schooner Alice E. Clark with 2000 tons, both for Baltimore, Md., all shipped by the Peace River Phosphate Mining Co.

The Hamilton County Mining & Phosphate Co. has been chartered, with business offices at Pensacola, Fla. The company has a capital of \$30,000, and will buy and sell phosphate lands and mine, manufacture and sell phosphate rock. The incorporators are S. M. Avery, Bryan Dunwoody and Dunwoody Jones.

The steamship Davenport cleared from Charleston, S. C., last week with 1004 tons of phosphate rock among her cargo, and the schooner Mary Lee Patton for Norfolk, Va., with 825 tons. The total shipments of phosphate rock from Charleston since September 1, 1900, amount to 17,203 tons, of which 1004 tons were foreign and 16,199 tons coastwise.

The directors of the General Chemical Co. of New York have declared a dividend of 1 per cent. on the common stock out of the earnings of 1900, payable on March 1. The board organized last week by the election of the following officers: W. H. Nichols, president; Sanford H. Steele, first vice-president; Charles R. Smith, second vice-president; J. Herbert Bagg, secretary, and James L. Morgan, treasurer. The annual statement of the company will shortly be published.

The address of Mr. W. C. H. Robinson of New Orleans, delivered on December 6, on New Orleans as a real estate center, has been published in pamphlet form. Though referring primarily to New Orleans and the opportunities there for real estate development, it contains suggestions which might well be borne in mind by persons interested in Southern progress everywhere. Mr. Robinson pointed out clearly that laws which insure protection, not only to life, but also to property interests, are laws which encourage the establishment of large manufacturing plants. Such enterprises create a demand for more houses, while the business secured by merchants from the increased population induces them and enables them to improve their own property. Thus the basis for taxation in a community is enlarged and improvement in methods of schooling and policing are made possible.

At the quarries of the Virginia Soapstone Co., five miles from Rockfish Station, on the Southern Railway, are now employed 175 persons. The power, not only for the quarry plant, but also for cars making daily trips between Rockfish

and the quarries, is supplied by a \$250,000 electric plant.

TRADE NOTES.

Saw-Mill Offered.—A buyer is sought for a complete saw-mill of 15,000 feet capacity daily. The price is low and the terms easy. The Cooke Machinery Co., 112 Liberty street, New York, can give particulars.

Wants Timber Tract.—Owners of first-class timber tracts, with or without mill, are requested to address D. H. Scully, 57 East One Hundred and Twenty-fifth street, New York, as he is desirous of purchasing such a property.

Woolen-Mill Sale.—Investors who may desire to engage in woolen manufacture in the South will be interested to know that the Wytheville (Va.) Woolen and Knitting Mills is for sale. Will S. Trinkle, president, can be addressed for information.

Furniture Manufacturers.—Manufacturers of furniture, such as bedroom suites, dining tables, roll-top desks, are invited to correspond with G. Hardy & Co., City Buildings, Nottingham, England. Manufacturers located on the seaboard are preferred.

Lumber-Plant Interest.—Controlling interest in a complete lumber plant can be obtained for \$100,000. The plant includes 12,000 acres of timber land, logging railroad and equipment, tenements, hotel, etc. For information address E. C. Myers, 19 South Penn street, Wheeling, W. Va.

Woolen-Mill Sale.—Any party looking for an opportunity to engage in the Southern textile industry will be interested to know that the Buena Vista (Va.) Woolen Mills are for sale. This is a complete four-set mill, especially adapted to the manufacture of fine and medium cloths, cassimeres, beavers and steam-finished goods.

Agents for Ridgway.—C. A. Hamilton of McClave, Hamilton & Rimmer, selling agents for the Ridgway Dynamo & Engine Co., at 55-59 Liberty street, New York, has left on an extended business trip through the West. Mr. Hamilton will visit the chief cities of the West as well as of the Pacific coast, and expects to be absent three months.

Guatemala Buys Them.—That the demand for Cross Oil Filters is not limited to this country is frequently shown in the orders filed by the manufacturer of that device. The Burt Manufacturing Co., Akron, Ohio, is the manufacturer, and received a contract last week from a large electric-light plant in Guatemala for complete equipment of the filters named.

Portable Cottages.—Machine-made portable houses for dwellings will probably become more commonly used as people become acquainted with their advantages and as manufacturers of lumber become sufficiently interested to engage in their production. T. R. Carskadon, Keyser, W. Va., is the inventor of the system. The plans can be worked out on the equipment of any modern planing mill.

Hartley Machinery.—Among the more important Southern industries whose business has increased largely during the past year is the Hartley Boiler Works of Montgomery, Ala. The demand for the product of this plant has necessitated extensive improvements, including tools and machinery, and a new foundry, which is now being erected. The Hartley boilers, smokestacks, tanks, standpipes and sheet-iron work enjoy a wide and increasing demand.

Important in Bearing Metals.—Users of journal-bearing metals will be interested in an important mechanical discovery which the Peerless Metal Refining Co. of Kansas City, Mo., announces. The company states that its Peerless No. 1 Babbitt Metal has been practically tested and proven it will run without wear or friction either to the metal or journal. This will insure a great saving in fuel, labor and supply expenses in all places where machinery is used. So confident is the manufacturer in this metal that it guarantees it the cheapest and best journal-bearing metal on the market.

International Sprinkler Co.—This company's energy and the manifold merits of its system of fire protection speedily brought it into prominence. About every sort of property subject to the fire hazard is now equipped with the International system. Owners of mills, factories, warehouses and other buildings are daily becoming better acquainted with it. Nor is this popularity con-

fined to any one section, as the lists of recent sales clearly show. The orders came from Philadelphia and other cities in Pennsylvania, Baltimore, Wheeling, and from ten cotton mills in the Carolinas. Notable among the contracts was that received from C. C. Harrison of Philadelphia for his great business block, aggregating 8000 heads. Full information regarding the value of automatic sprinklers and the cost of installations may be readily obtained by addressing the company.

Leather-Belting Facts.—The choice of a belting for the power plant or factory of any kind is a question to be duly considered. There is belting and belting. Cheap belting is generally not more than cheap, and economy is not served by that which has nought but its cheapness to recommend it. Varying qualities may be required in different belts, and the careful, experienced maker furnishes the satisfactory product. Manufacturers who have met the demands and successfully supplied belts to the largest and most important industrial establishments include that long-established firm, Messrs. I. B. Williams & Sons, Dover, N. H. This firm's product is known wherever power is transmitted by the belt, and where belting, lace leather, mill and agricultural strapping find their usage. The Williams literature regarding belting is most interesting and complete.

Electric Cranes Ordered.—The traveling crane is one of the most useful appliances in the modern foundry, machine shop or other industrial establishment. The application of electric-power to cranes has greatly augmented their efficiency and caused them to be more largely used by manufacturers than formerly. Constructors of electric cranes have produced this product in a form that has appealed to the best-known manufacturing companies in this country. One of the most prominent constructors is the Case Manufacturing Co. of Columbus, Ohio. Sales by this company during recent months aggregated twenty-three cranes, with a total capacity of about 500 tons. They were jib, span, motor trolley and other style cranes as best fitted to each buyer. The largest crane was a 75-ton, 65-foot span, three-motor crane. The most prominent firms in America bought the cranes mentioned, including Rarig Engineering Co., Pittsburg Steel Foundry, Totten & Hogg Iron and Steel Foundry, Abendroth Bros., Hammer Paint Co., Otis Elevator Co., National Tube Co. and others.

Why Do Belts Slip?—Isn't it simply because the belt fails to get a grip on the hard, slippery surface of the pulley? If that is so, the trouble is with the pulleys, not with the belt. The remedy, therefore, is to give the pulley the right kind of surface rather than to treat the belt with some preparation to make it sticky. Warren's Pulley Cover accomplishes precisely this purpose. It is painted on the surface of the pulley, dries there and gives the pulley just the sort of surface on which the belt will hold without slipping. This surface is dry, hard, not in the least sticky "tacky," and once properly applied to an iron, wood or paper pulley lasts a long time without renewal. It cures the evil of slipping belts. The manufacturer of this cover is willing to prove its claims by a practical trial, without expense, on your own pulleys. Drop it a postal and it will send you more information about the cover and make you a special proposition covering a trial. It costs nothing to find out about it, and the information is worth dollars to anybody who uses pulleys and buys belting. This cover is manufactured by the Warren Co., 25 Jackson street, Chicago.

Perfect Paints.—Modern manufacturers of paints have perfected their product as experience dictated until now the paints offered are accurately adapted to varying conditions of service. Improvements in material and methods of manufacture have both assisted in this perfection of product. The rapid development of the South during the past decade has created a large and increasing demand for such paints. This demand has been met not only by the older paint manufacturers in other sections, but also by strictly Southern plants. Representative of these is the Chattanooga Paint Co. of Chattanooga, Tenn. This company offers a line of paints that includes its red oxide of iron paint, claimed to be the best on the market for tin, iron or shingle roofs, railroad cars, bridges, fences, outbuildings or any place where protection from the weather is desired. This paint is extensively used by many carriage and wagon factories and paint grinders. Another line is the metallic paints and mortar colors, said to be unsurpassed in strength, fineness and body, and in durability, covering power and permanency of color. Samples and prices are offered.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Anniston—Cotton-mill Supplies.—The Anniston Supply Co. will install plant for manufacturing and putting on covers used on rollers in spinning and carding machines.

Birmingham—Machinery Supply Company. Chartered: The George E. Lum Machine & Supply Co., with capital of \$5000, to deal in machinery supplies, by George E. Lum, C. F. Lum and W. E. Lum.

Birmingham—Paint Mill.—The Birmingham Paint Mills, organized several weeks ago, has established a factory at 303 North Twentieth street. W. H. Priegel is president; O. E. Ringland, general manager; A. Eubank, secretary and treasurer.

Clements—Coal Mines.—The Diamond Coal & Coke Co., with capital of \$60,000, has been chartered, with Geo. P. Howard, president, and R. E. Watson, vice-president, for development of coal property at Clements, recently reported as purchased by R. E. Watson and associates. Address communications to the company at Atlanta, Ga.

Gadsden—Saw-mill, Coal Mine, etc.—Henderson Bros. of Gunterville will, it is reported, build a city at Carlisle. Saw-mill with daily capacity of 20,000 feet is now being erected, and a coal mine will be opened. Address H. C. Henderson.

Hartsells—Saw-mill.—John A. Rogers has purchased the Waldrop saw-mill, and will install additional machinery.*

Mobile—Pulp Plaster Mill.—The Alabama Elastic Pulp Plaster Co. has been incorporated, as lately reported, and is constructing a plant for the manufacture of elastic pulp plaster. Address J. H. Bancroft, general manager.*

Montgomery—Foundry.—The Hartley Boiler Works has contracted for the erection of a foundry addition.

Sayreton—Coal Mine.—M. A. Wood & Co. of Pratt City will develop 300 acres of coal lands near Sayreton, as lately reported.*

Tuscaloosa—Ochre Deposits.—Lee Myer has discovered ochre deposits, as lately reported, and a stock company will be organized to develop.

Tuscaloosa County—Coal Lands.—H. F. De Bardeleben of Birmingham has leased 2733 acres of coal land in Tuscaloosa county, and will develop same.

ARKANSAS.

Clarendon—Lumber Company.—The Clarendon Lumber Co., with capital stock of \$10,000, has been incorporated by J. S. Thomas, president; J. P. Lee, vice-president, and W. M. Graham, secretary and treasurer.

Dumas—Mercantile.—Chartered: The Dumas Mercantile Co., with capital stock of \$10,000, by D. O. Porter (president) and others.

Harrison—Foundry.—B. M. Haubold, until lately of Parsons, Kans., will establish foundry at Harrison. Address care of H. E. Cole.*

Harrison—Lead and Zinc Mines.—The North Arkansas & St. Louis Mining Co., reported lately as incorporated, will mine lead and zinc ores and build mining plant in North Arkansas. Address James T. Craig, secretary, Little Rock.*

Hot Springs—Transfer Company.—The Merchants' Transfer Co. has been chartered, with capital of \$4000, by R. Murray, president; Wm. H. Martin, vice-president, and S. A. Buchanan, secretary.

Pine Bluff—Cotton Mill.—J. R. Core, H. A. McCoy, E. B. Bloom and J. W. Walker are organizing a \$100,000 company for the establishment of the cotton mill lately reported.

Pine Bluff—Ice Factory.—Joe M. Langston will install a 20-ton ice plant.

Prescott—Milling.—The Prescott Milling & Gin Co. has been chartered, with capital stock of \$50,000, by J. M. Pittman, president; A. M. Moncrief, vice-president; M. W. Greeson, secretary, and J. C. Young, treasurer.

Stephens—Planing Mill.—C. R. Cook of Waco, Texas, has contracted for erection of a large planing mill in Stephens; later another large woodworking mill will be erected.

Texarkana—Publishing.—Chartered: The Texarkanan Publishing Co., with capital stock of \$5000, by J. W. Gardner, president, and H. W. Arnold, secretary.

FLORIDA.

Citronelle—Fiber Factory.—Parkerson & Atkinson have established and put in operation the fiber factory mentioned last week.

Jacksonville—Candy Factory.—The E. J. Smith Candy Co. has moved its factory from Palatka to Jacksonville, and will enlarge.

Jacksonville—Brewery.—August Rohl, representing Duluth (Minn.) parties, is investigating with a view to establishing a large brewery in Jacksonville.

Jacksonville—Knitting Mill.—The stock company reported previously as being organized by W. B. Shaver for the enlargement and operation of the Palmetto Knitting Mills has been incorporated as the Jacksonville Knitting Co., with capital stock of \$25,000, with Capt. C. E. Garner, president; W. B. Shaver, secretary, and A. S. Hubbard, treasurer.

Lakeland—Fiber Factory.—O. A. Stempel will establish a fiber factory.

Leesburg—Sugar Mill, etc.—W. N. Camp of the Camp Phosphate Co., Albion, Fla., will, it is reported, secure several thousand acres of land in and around Leesburg for the purpose of cane-growing and sugar-manufacturing. If plans are carried out the company will expend several hundred thousand dollars in machinery and buildings.

Live Oak—Electric-light Plant.—The erection of an electric-light plant is proposed, and C. Y. Bird can be addressed for information.*

Miakka—Saw-mill, etc.—Seth E. Stephens is rebuilding his saw-mill recently burned, and contemplates adding starch and wagon factories.

Pensacola—Tube-cleaner Works.—D. W. McMillan, J. J. Byers and E. T. Davis have incorporated the Byers Tube-Cleaner Manufacturing Co., with capital stock of \$10,000, for the establishment of a factory to manufacture the James J. Byers tube-cleaner.

GEORGIA.

Americus—Cotton Mill.—A proposition has been made to establish a \$100,000 cotton mill, provided the citizens will subscribe \$40,000. For information address Mayor R. T. Felder.

Americus—Iron Foundry and Machine Shops.—J. R. Cook & Son (operating machine shop) have, it is reported, purchased site, and will build large foundry and machine shop.

Americus—Fertilizer Factory.—The Virginia-Carolina Chemical Co. (office, Richmond, Va.), reported lately to rebuild its

burned acid chambers at Americus, may decide to erect an entirely new plant, consisting of two acid chambers, increasing capacity to 15,000 tons of fertilizers annually.

Atlanta—Paving.—The city council has passed favorably upon the ordinance providing for paving nine blocks on Capitol avenue with asphalt at a cost of \$53,000. Address "The Mayor."

Atlanta—Bed Factory.—Jacob H. Hirsch and Hugo M. Spitz have incorporated the Hirsch & Spitz Manufacturing Co., with capital stock of \$25,000, for the manufacture of spring beds, iron and brass beds, mattresses, furniture, etc.

Atlanta—Iron and Steel Works.—C. E. Currier, G. W. Connors, Frank Hawkins, J. N. Goddard, Abner W. Calhoun and others have incorporated the Atlanta Steel Hoop Co., with capital stock of \$50,000, and privilege of increasing to \$250,000; company will manufacture various forms of steel hoops and cotton ties, also pig-iron and steel, including the conversion of pig-iron into steel and rolling same into various shapes; an electric plant for transmission of light and power will also be installed.

Atlanta—Asbestos Deposits.—R. E. Watson, Austell Building, is interested in the development of an asbestos property.*

Augusta—Mineral-water Company.—Henry B. King, James L. Fleming, Hugh H. Alexander and E. B. Baxter have incorporated the Harris Lithia Springs Co. for carbonizing and bottling mineral water, erection of hotel, development of real estate, etc.; capital stock \$100,000.

Cedartown—Line and Twine Factory and Brick Works.—Charles Adamson, general manager of the Cedartown Company, is in correspondence with parties relative to the removal to Cedartown of a large line and twine factory and brick works.

Dahlonega—Gold Mine.—Mr. Maxwell of Knoxville, Tenn., will, it is reported, open the Capps & Brown property in Dahlonega, and if ore is found in sufficient quantities, build a 10-stamp mill.

Elberton—Knitting Mill.—N. G. Long will establish a knitting mill.*

Elberton—Furniture Factory.—The furniture factory reported lately to be erected by I. C. Van Duzer and W. N. Auld will be operated as the Elberton Furniture Co. in the manufacture of beds and safes, limited to 15,000.*

Hawkinsville—Electric Plant and Ice Factory.—Contract has been awarded for construction of an electric-light plant and ice factory. Names of interested parties will be announced later.

Hogansville—Electric-light Plant.—The establishment of an electric plant is being considered. Address "The Mayor."

Macon—Machine Works.—Iron machinery works to cost \$200,000 will be established, and plans are being drawn for erection of a steel and frame building to cost \$50,000. Names of interested parties will be announced later.

Monticello—Electric-light Plant.—An electric plant to cost \$5000 will, it is reported, be erected. Address "The Mayor."

Moultrie—Saw-mills, Sugar Factory, etc.—L. Blanchard of West Acton, Mass.; E. B. Parker of Littleton, Mass., and W. P. Blasingame of Moultrie have purchased large tract of timber land in Thomas and Colquitt counties, and will build saw-mills and syrup and sugar mill, as lately reported, and will operate as the Blanchard Land, Lumber & Manufacturing Co. Address Mr. Blasingame.

Oakdale—Gold Mines.—The Southern Smelting Co., composed of Denver (Colo.) capitalists, is reported to have completed a \$300,000 smelter at Oakdale.

Quitman—Guano Factory.—A guano factory will be erected. Address Joseph Mabbett.*

Quitman—Foundry.—A company is being organized to establish an iron and brass foundry, to include a long-staple cotton-gin factory. Capt. John G. McCan or Mr. Goodwin can give information.

Quitman—Hosiery Mill.—The establishment of a hosiery mill is talked of. Address Judge Joseph Tillman.

Rutland—Stave Factory, Grist Mill and Gin.—Sidney Wiley has moved his stave factory to Rutland, and will add grist mill and gin, operating as the Rutland Manufacturing Co.

Tallapoosa—Knitting Mill.—Justin C. Jackson of Wilsonville, Ala., will establish in

Tallapoosa the knitting mill lately reported under Wilsonville, Ala. A \$10,000 stock company will be organized.

Tallapoosa—Gold Mines.—The Tallapoosa Gold Mining Co. has been chartered under New Jersey laws, with capital stock of \$3,000,000, and John R. Miller of Reading, Pa., president; J. K. Tillotson, 11 Broadway, New York, vice-president; A. L. Norman, secretary, and K. A. Fiechthorn of Reading, Pa., treasurer. Company will operate the Tallapoosa mine, equipped with a 40-stamp mill and chlorination plant. Address the vice-president.

Winder—Electric-light Plant.—The Russell Manufacturing Co. will install an electric-light plant, as lately reported; E. J. Adams, superintendent.*

KENTUCKY.

Danville—Laundry.—The Danville Steam Laundry, reported burned, will be rebuilt at once.

Drakesboro—Coal Company.—The Black Diamond Coal Co. has increased its capital stock from \$20,000 to \$50,000.

Elizabethtown—Telephone System.—The Hardin County Telephone Co. has been incorporated, with capital of \$2000, for construction of telephone system.

Elkton—Ice Plant.—C. D. Damon & Sons will establish a four-ton ice plant.

Kenese—Coal Mines.—The Hywell Davies Coal Co. has incorporated as the Main Jellico Mountain Coal Co., with Hywell Davies, vice-president.

Louisville—Cigar Factory.—The American Cigar Co. of New York, recently organized, with capital stock of \$10,000,000, has purchased the cigar factory of the Hummel & Vogt Co. at Louisville, and will erect a new building for increasing capacity to about 70,000,000 cigars per year; present capacity is 12,000,000. George H. Hummel will be retained as resident manager.

Middlesborough—Coal Mines.—Five new coal mines are being opened in the Middlesborough district by J. G. Fitzpatrick and Joseph Bosworth, H. L. Underwood, John L. Brooks and C. N. and Lemuel Miller, Log Mountain Coal Co. and J. F. Harkness & Co.

Newport—Billet Mill.—The Newport Rolling Mill Co. has, it is reported, commenced work on erection of its proposed billet mill.

Nicholasville—Telephone Exchange.—The Nicholasville Home Telephone Co., recently reported incorporated, has received franchise for establishing an exchange.

Olaton—Flour Mill.—R. E. McDaniel will build a steam roller flour mill.

Paducah—Pants Factory.—The Crooked Fork Pants Co. has let contract to Barnes & Byrd for erection of three-story fireproof building 173x165 feet to cost \$100,000.

LOUISIANA.

Jennings—Land Company.—The Jennings Land Co. has been incorporated, with capital stock of \$150,000, and purchased 8300 acres of land, which it will cultivate in rice. Two canals will be constructed, large warehouses, etc. F. Rowson is president, and J. F. Miller, secretary and treasurer.

Monroe—Mercantile.—Chartered: The Baer Co., with capital stock of \$100,000, by I. Baer and others.

New Orleans—Mercantile.—Chartered: The Chas. A. Kaufman Co., Limited, with capital stock of \$150,000, for general dry goods business, by Chas. A. Kaufman and others.

New Orleans—Brokerage Company.—Henry S. Crozier, Wm. W. Sutcliffe, J. A. Landry and others have incorporated the Planters' Distributing Co., Limited, with capital stock of \$20,000, to conduct brokerage business in sugars, molasses, etc.

New Orleans—Mercantile.—Clarence R. Wilson and others have incorporated the Wilson-Lucas Co., Limited, with capital stock of \$5000.

Rayne—Machine Shop.—Pearce & Irion have established machine shop.

Ruston—Ice Plant.—Ruston Compress & Manufacturing Co., Limited, will install a 20-ton ice plant. Address H. W. Ragan, secretary.*

Shreveport—Mercantile.—Chartered: The A. Querbes Grocer Co., with capital stock of \$50,000, by A. Querbes and others.

MARYLAND.

Baltimore—Cloak Factory.—The Chesapeake Cloak Co. has been incorporated, with

capital of \$5000, for manufacturing women's cloaks, by Henry Kramer, Alexander Blumberg, Solomon Silverman, Harry G. Blum and George Blumberg.

Baltimore—Mercantile.—Chartered: The Courtland Mercantile Co., with capital stock of \$10,000, by Charles P. Spedden and others.

Baltimore—Distillery.—The Edward B. Bruce Co., with capital stock of \$150,000, has been incorporated (under Delaware laws) for the manufacture of wines and liquors, by E. Skipwith Bruce, Harry H. Funk and Clinton A. Wright.

Baltimore—Medicine Factory.—Chartered: The Cornicide Co., with capital stock of \$15,000, by William H. Bordley, Joseph L. Downes, Frank G. Mathews and others.

Baltimore—Decorating.—Chartered: The J. G. Vallant Co., with capital stock of \$10,000, to conduct house-furnishing and decorating business, by Joseph G. Vallant, John T. King and others.

Baltimore—Chartered: The Digiorio Importing & Steamship Co., with capital stock of \$100,000, by Joseph Digiorio, John A. Blat-tan, Henry J. Buck and others.

Baltimore—Cattle Company.—Thomas H. Phillips, Alfred T. Finney, Charles A. Weaver and others have incorporated the Ideal Stock Raising & Development Co., with capital stock of \$25,000.

Cambridge—Electric-light Plant.—William F. Applegarth, Phillips Lee Goldsborough, John G. Mills, James Wallace and others will incorporate a company for the establishment of electric-light plant.

Centerville—Creamery.—Insley & Redders have received contract for rebuilding creamery.

Elkton—Ice Factory.—A company is being organized for the establishment of an ice factory. Names of interested parties will be announced later.

Rocky Ridge—Creamery.—The Rocky Ridge Creamery Co. has been incorporated by Aaron Hostetter and J. Bradley Eckhart of Pennsylvania, James S. Biggs, David M. Biggs and Robert Biggs, for the establishment of a creamery.

Slinger—Paper Mills.—C. L. Carter has purchased the Cecil Paper Mills, as reported lately under Elkton, and will install machinery for making binders' boards, also a small electric-light plant.

MISSISSIPPI.

Agricultural College—Fertilizer Factory.—W. C. Welborn contemplates establishing a fertilizer (fish) factory, and desires full information concerning same.*

Brookhaven—Mercantile.—Chartered: The Parsons Moreton-Wentworth Co., with capital stock of \$50,000, by W. F. Parsons and others.

Crystal Springs—Ice Plant.—The Mississippi Manufacturing Co. contemplates installing an ice plant.*

Ellisville—Electric-light Plant.—The establishment of an electric-light plant is said to be assured. Address "The Mayor."

Ellisville—Development Company.—The Ellisville Development Co. has been organized, with B. F. Fridge, president; J. P. Myer, vice-president, and Mat Gray, secretary and treasurer, for the improvement of real estate, etc.

Hattiesburg—Lumber Mills.—The Brookhaven (Miss.) Lumber & Manufacturing Co., whose plant was recently burned, will rebuild at Hattiesburg.

Jackson—Cotton Mill.—It is reported that S. F. Burdan of Fall River, Mass., and others are considering the erection of a \$500,000 cotton mill either in Alabama or at Jackson, Miss.

Laurel—Water-works.—The city has received plans and specifications of its proposed water-works, and is inviting bids on construction. Plans, etc., can be seen at office of "City Clerk" or of Iowa Engineering Co., 410 Weston Block, Clinton, Iowa. Address F. W. Sullivan, city clerk, for proposal forms, etc.*

Moss Point—Saw-mill.—The Moss Point Lumber Co. has rebuilt its old mill at Moss Point, but report that it would build new plant at Escatawpa (recently mentioned) is an error.

Purvis—Saw-mill.—McLeod & Co. have purchased 4000 acres of timber lands, and will erect saw and planing mill.

Scranton—Wharves.—E. D. Mitchell & Co. will construct two wharves 100x100 feet.

West—Water-power Development.—L. S. Rogers contemplates the development of a water-power to transmit electricity for lighting purposes and for operating mills.*

MISSOURI.

Bevier—Coal Mines.—The Black Diamond Coal Co. has purchased and will develop 800 acres of coal lands.

Joplin—Machine Works.—The Cincinnati Land & Mining Co. has been incorporated by Henry Crossman of Joplin, J. F. Barker of Carthage and others, to manufacture a patent drill head.

Kansas City—Manufacturing.—The Thyrman Manufacturing Co. has been incorporated, with capital stock of \$25,000, by Ben. Jacobs, Harry Friedberg, Fred M. Chamberlain and others.

Kansas City—Oil Company.—The Balena Oil Co. has been incorporated, with capital stock of \$16,000, by D. G. Saunders, L. B. Price, T. P. Ryland and others.

Parkville—Manufacturing.—The Parkville Manufacturing Co. has been incorporated, with capital stock of \$10,000, by A. C. Hamilton, C. P. Breen, A. M. Mattoon and others.

St. Louis—Filter Company.—The Jackson Filter Co. has been incorporated, with capital stock of \$500,000, by Powell Jackson, E. G. Tutt, Albert H. Miller and others.

St. Louis—Iron Works.—The Banner Iron Works has been incorporated, with capital stock of \$35,000, by A. G. Fish, E. C. F. Koken, H. A. Frielings and others.

St. Louis—Ice Company.—Chartered: The Hiedbreder Ice Co., with capital stock of \$8000, by George L., Chas. W. and Theodore W. Hiedbreder.

St. Louis—Shoe Company.—The Giesecke-D'Oench-Hays Shoe Co. has been incorporated, with capital stock of \$600,000, by William D'Oench, James M. Hays, W. F. Giesecke and others.

St. Louis—Electric Company.—Chartered: The Mercantile Electric Co., with capital stock of \$100,000, by Charles G. Dubois, Jas. W. Johnson and others.

St. Louis—Lightning-rod, etc., Factory.—The Miller Lightning Conductor & Manufacturing Co., reported lately as incorporated, is an established firm, manufacturing lightning conductors, fixtures and tempered copper castings for electrical purposes.

St. Louis—Lumber Company.—The Detroit Timber & Lumber Co. (lately reported) has purchased the controlling stock of the Martin-Alexander Lumber Co., and will increase capacity of the plant.

NORTH CAROLINA.

Andrews—Tannery.—F. P. Cover has removed his tannery from Browntown, Va., to Andrews.

Asheville—Quarries.—The Balford Quarry Co. will increase its capital stock to \$50,000.

Belmont—Cotton Mill.—Robert Stowe and others are organizing a \$100,000 company for the establishment of a 5000-spindle cotton mill.

Charlotte—Ice Plant, etc.—The People's Ice & Fuel Co., reported lately as incorporated, has contracted for a 90-ton refrigerating plant, and plans are being prepared for buildings; company will begin operations with ice-making capacity of thirty tons per day, and will add cold storage and increase ice output as conditions warrant. Address T. J. Davis.

Cid—Woodworking Machine.—Harvey L. Beck has invented a machine for making white-oak splits, as reported recently; capacity of plant to be established will be 10,000 or 15,000 splits per day.*

Elizabeth City—Brick Works.—The Elizabeth City Brick Works will change name to the Elizabeth City Brick Co. and erect another plant; C. J. Ward, manager.*

Fayetteville—Laundry.—Carl and John Ledbetter, operating Fayetteville Steam Laundry, have purchased building and are having it enlarged and equipped with new laundry machinery.*

Goldsboro—Buggy Factory.—The Goldsboro Buggy Co., which recently sold its plant, will establish another factory.

Greensboro—Brick Works.—D. A. Kirkpatrick is enlarging his brick works by erection of an additional shed 30x100 feet, holding 100,000 brick; installation of machine with capacity of 35,000 brick per day, new draw and pug mill and other machinery.

Greensboro—Mercantile.—Chartered: Chisholm, Stroud, Crawford & Rees, by W. H. Rees and others, with capital stock of \$12,000.

Greensboro—Furniture Factory.—The Gate City Furniture Manufacturing Co. has been incorporated by W. E. Harrison, J. W. Fry, W. E. Allen and others, with capital stock of \$20,000, for the manufacture of furniture.

Greensboro—Finishing Works.—John C. Lowry and others of Philadelphia, Pa., have purchased, will add machinery to, improve and operate the plant of the Southern Finishing & Warehouse Co.

Hobgood—Broom Factory.—John W. House and T. T. House will establish a broom factory.

Jonesboro—Buggy Factory.—L. M. Foushee, E. P. Snipes and W. E. Murchison have incorporated the Foushee & Snipes Buggy Co. for the manufacture of buggies, wagons, etc.; capital \$1000, with privilege of increasing to \$50,000.

Lexington—Brick and Terra-cotta Works. J. L. Peacock, E. M. Ward and James Adderton will establish brick, terra-cotta and piping works.

Monroe—Hardware Company.—The Monroe Hardware Co. has been organized, with capital of \$10,000, by W. H. Belk and others.

Monroe—Flour Mill.—The Henderson Mills has been incorporated, with J. R. English, president; T. C. Lee, secretary and treasurer, and J. E. Henderson, general manager, for the establishment of a 100-barrel flour mill. Capital stock is \$10,000, with privilege of increasing to \$25,000.

North Carolina—Iron Mining, Manufacturing, etc.—The United States Collieries, Steel & Iron Co. has been incorporated (in West Virginia), with a capital stock of \$5,000,000, and organized, with Daniel Crook of Baltimore, Md., president; Julian S. Carr of Durham, N. C., vice-president; John H. Foss, secretary; R. E. Lyon, treasurer, and Joseph W. Hazell, general counsel, each of Baltimore, Md. It is claimed that the company proposes the development of 6000 acres of mineral lands in Northwestern North Carolina, will develop magnetic iron-ore mines, manufacture Bessemer pig-iron and otherwise develop the property. The general counsel has offices at 213 Courtland street, Baltimore, Md.

Raleigh—Publishing.—The Biblical Recorder Publishing Co. has been incorporated for publishing and printing, by J. W. Bailey, J. L. Kesler, Rev. Livingston Johnson and others; capital stock \$16,000.

Raleigh—Mercantile.—Chartered: The National Five and Ten-Cent Store, with capital of \$2500, by W. A. Barnes of Clayton (president).

Rockingham—Mercantile.—The J. B. Caudel Co. has been chartered, with capital stock of \$16,000, by J. B. Caudel and others.

Statesville—Mercantile.—Chartered: The Sherrill-White Co., with capital stock of \$10,000, by F. A. Sherrill (president) and others.

Statesville—Coffin Factory.—A company will be organized, with capital stock of not less than \$12,000, for the establishment of a coffin factory. Address J. C. Steele & Sons.

Waynesville—Saw-mill.—Quinlan, Monroe & Co. have purchased timber on 10,000 acres, and will erect saw-mill, as lately reported.

Winston-Salem—Knitting Mill.—A stock company is being organized, with capital stock of \$20,000, for the manufacture of knit goods. Address G. E. Webb.

SOUTH CAROLINA.

Barnwell—Telephone System.—The South Carolina Telephone Co. has purchased the toll lines (about thirty miles) and exchanges of the Southern Telephone & Telegraph Co.

Batesburg—Lumber Company.—The Batesburg Lumber Co. has been incorporated, with capital stock of \$5000, by W. L. Rawl and T. B. Kernaghan.

Charleston—Electrical Supply Company.—Joseph S. Walker of Savannah, Ga., and Jas. A. Larkins have organized the Electric Supply Co. to conduct an electrical supply business at 154 Meeting street. A repair shop will be established and a machine installed for armature winding; W. A. Burney, general manager.

Gaffney—Telephone System.—The Gaffney Telephone Co. has been incorporated, with capital stock of \$10,000, by F. G. Stacy, president and treasurer, and W. B. Du Pre, secretary-manager.

Greenville—Brick Works.—John F. Grandy has purchased the brick works of T. J. Han-non, and will add dry-kiln and other machinery.

Landrum—Knitting Mill.—Jos. Lee and Jacob Carpenter of Landrum, A. G. Harrison, B. T. Earle and H. L. Bomar of Spartanburg have obtained commission to incorporate the Blue Ridge Hosiery Mill, with a capital of \$20,000.

TENNESSEE.

Ashland—Saw, Shingle and Grist Mill.—Turner, Owen & Kinnan have established saw, shingle and grist mills.

Bristol—Foundry.—The Enterprise Foundry Co. of Knoxville, Tenn., will remove its Knoxville foundry to Bristol and operate in connection with its Bristol plant purchased last July.

Brownsville—Electric-light Plant.—The

Brownsville electric-light plant, burned at a loss of \$8000, will be rebuilt.

Chattanooga—Mattress Factory.—The P. C. Cramer Manufacturing Co. has been incorporated, with capital of \$10,000, by P. C. Cramer, E. S. Reid, E. S. Smith and others, for the manufacture of mattresses.

Chattanooga—Gas Burners and Electrical Supply Works.—The D. M. Steward Manufacturing Co. is installing additional machinery to increase capacity of its works one-third.

Chattanooga—Glycerine Factory.—Scholze Bros. contemplate erecting an addition to their soap factory for the manufacture of glycerine.

Chattanooga—Power-house.—The Chattanooga Electric Railway Co. will double size and capacity of its power-house, erecting brick building and installing a direct-connected 500-kilowatt generator and engine; also two 150-horse-power boilers.

Clarksville—Marble Works.—B. G. Veale of Murray, Ky., will establish marble-yard in Clarksville.

Elk Valley—Coal Mines.—The Elk Valley Coal & Iron Co. of Elk Valley (reported recently under Knoxville) has leased its 8360 acres of coal lands to Chas. Livingston and others, who have chartered the Elk Valley Mining Co. and will operate the property extensively, probably to a capacity of 1000 tons per day.

Erwin—Woodworking Factory.—Chartered: The Erwin Manufacturing Co., with capital of \$10,000, by A. R. Brown, E. N. Harrison, G. E. McLaughlin and others, and is erecting buildings for woodworking machinery.*

Humboldt—Brass Works.—R. S. Fletcher and Adolphus Fletcher of New York, reported recently to establish brass works and roller mills to cost \$150,000 at Brownsville, will probably locate the plant at Humboldt, if proper inducements are offered.

Knoxville—Smelter.—It is rumored that Joseph Wharton of Pennsylvania contemplates the establishment of a \$200,000 smelter at Knoxville with capacity of about 200 tons per day. Mr. Wharton purchased and is operating zinc property near Mascot. J. C. White of Knoxville can probably give information.

Lawrenceburg—Saw-mill.—Lockwood & Smith have established a saw-mill.

McCalla—Flour Mill.—A stock company has been formed, with capital of \$8000, for erection of a 50-barrel flour mill. Names of interested parties will be announced later.

Nashville—Mercantile.—Chartered: Foster & Fitzpatrick, by Fulton Foster and others, with capital of \$10,000.

Nashville—Chartered: The Foster-Kirkpatrick Co., with capital stock of \$10,000, by R. Fulton Foster, Forrest Kirkpatrick and others.

Nashville—Publishing.—The Southwestern Company has been incorporated, with capital of \$40,000, by P. B. Jones, A. B. Tarpley, Henry Spence and others, for the manufacture of books, etc.

Newbern—Electric Plant and Water-works. The city has purchased the plant of the Newbern Water, Light & Power Co. and asked the legislature for authority to issue bonds for extensions and improvements. Address "The Mayor."

New Market—Zinc Mines.—Northern parties are negotiating for the purchase of the zinc-ore property of Rev. John Loy.

TEXAS.

Ablene—Drug Company.—The Southwestern Mutual Drug Co. has been incorporated, with capital stock of \$10,000, by Geo. C. Harris, Henry Sayles, Jr., and others.

Austin—Telephone System.—The Austin Telephone Co. has been chartered, with capital of \$100,000, by J. C. Boynton, J. B. Earle of Waco, C. H. Rose of Columbus, Ohio, and others.

Beaumont—Oil Companies.—Chartered: The Beaumont Geyer Co., by W. S. Goodell of Des Moines, Iowa; F. W. Smith of Houston, Texas; L. W. Campbell of Waco and others, and the American Oil Co., by J. H. Kirby of Houston, W. S. Davidson, W. W. Wilson and others, with capital stock of \$1,000,000 each.

Beaumont—Oil Well.—J. C. Ward, J. F. Keith, D. R. Beatty, D. B. Henderson and A. Templeton have leased fifteen acres of land and will drill for oil.

Beaumont—Oil Wells.—The Neches Oil & Development Co. has been incorporated, with capital stock of \$300,000, by M. A. Brandenstein, A. F. Hinz, L. Mayer, N. I. Cook and others, to prospect for gas, oil, petroleum, minerals, etc.

Beaumont—Oil Lands.—The Beaumont Oil Co. has completed organization, with capital

stock of \$25,000, and L. Solinsky, president; Jake Davis, vice-president; M. Hecht, secretary, and J. J. Solinsky, treasurer; company owns thirty-five acres of oil lands, which it will develop.

Beaumont—Oil Wells.—Hal W. Greer, Dennis Call, E. L. Nall and others have incorporated the Central Oil Co., with capital stock of \$100,000, to prospect for oil, build and operate oil-pipe lines, oil-tank cars, etc.

Beaumont—Oil Wells.—Dr. Mays of Greenville, Texas, has leased 500 acres of lands to Fort Worth parties represented by A. M. Carter, who will drill for oil.

Brasos—Oil Wells.—Fred Smith will develop oil wells.

Brenham—Saw-mill.—The Brenham Furniture Co. is installing saw-mill with daily capacity of 20,000 feet.

Cameron—Mercantile.—Chartered: The Favorite Dry Goods Co., with capital stock of \$20,000, by E. W. Tabor and others.

Clarksburg—Oil Mill.—The Farmers' Cotton Oil Co. has been incorporated, with capital stock of \$60,000, by D. O. Cheatham, B. A. Dinwiddie and L. C. Stiles.

Corsicana—Bottling Works.—The Corsicana Bottling & Manufacturing Co. will contract for a two-story brick structure to replace one recently burned.

Corsicana—Mercantile.—Chartered: The Cohen Grocery & Commission Co., with capital stock of \$20,000, by L. Cohen and others.

Corsicana—Brick Works.—J. E. Whiteselle & Co. are building plant and will install machinery for manufacturing dry press brick at a cost of \$10,000.

Cuero—Cotton Mill.—The Cuero Cotton Mill, previously reported, is to let contract this month for its building and soon after will arrange for installation of the proposed 5000 spindles; J. B. Ashworth, secretary.

Culleoka—Mercantile.—Chartered: The J. D. Hogge Co., with capital stock of \$5000, by J. D. Hogge and others.

Dallas—Coffee Company.—W. S. Rose, A. W. Rose and others have incorporated the Oriental Coffee Co., with capital stock of \$50,000.

Dallas—Milling.—Chartered: The New Century Milling Co., by Jesse Shaln, W. C. Burrus, W. B. Newsome and others; capital \$125,000.

Dallas—Publishing.—M. P. Exline, A. S. Wagner and A. S. Exline have incorporated the M. P. Exline Co., with capital of \$20,000, for printing and publishing.

Dallas—Saddlery.—The Tenison Bros. Saddlery Co. will erect a seven-story brick building 100x100 feet to cost \$30,000, to have all modern improvements, including electric-light plant.

Dublin—Mercantile.—Chartered: The Latham Company, with capital stock of \$50,000, by J. H. Latham and others.

Ennis—Water-works.—The Ennis Water-Works has been chartered, with capital stock of \$20,000, to construct water-works system, by A. M. Morrison, G. M. Morrison and T. V. Morrison.

Ennis—Sewerage.—O. J. Gorman of Dallas Sewerage Co., Dallas, Texas, will complete contract for construction of sewerage system in Ennis.

Galveston—Cannery.—The Galveston Fruit & Vegetable Canning Co. has been organized, with H. S. Scheline, president; J. L. Simpson, vice-president; Louis Lindsey, secretary and treasurer; capital stock \$8000.

Galveston—Power-house.—The Southern Pacific Company has had plans made for erection of a \$40,000 power-house at Galveston to furnish power and light for its wharves and terminals. The machinery (which has been ordered) will include a 500-horse-power engine, two large dynamos, series of pumps and other machinery; George W. Boschke, engineer.

Galveston—Grain Elevator.—It is reported that Richardson & Co. of Kansas City and Chicago will erect a 1,500,000-bushel grain elevator at Galveston.

Galveston—Grain Elevator.—It is reported that the Santa Fe Railway Co. will make extensive improvements in Galveston, including the construction of wharves and terminals and the erection of a 1,500,000-bushel grain elevator.

Gladys—Oil Tank.—Captain Lucas of Beaumont will build a 50,000-gallon oil tank at Gladys.

Grand Saline—Salt Company.—The Fielder Salt Co., with capital stock of \$100,000, has been chartered by A. Fielder of Grand Saline, F. J. Phillips and A. Norris of Greenville.

Greenville—Machine Shop.—Rufus Sterling is erecting general repair and machine shop. Honeey Grove—Mercantile. Chartered: The

Underwood Co., with capital stock of \$40,000, by M. A. Galbraith and others.

Houston—Dam.—The Shepherd Water-Power Co. has been incorporated to construct dam in Buffalo bayou, by R. Lockhart, D. P. Shepherd and S. K. McIlhenny.

Houston—Oil Lands.—Pennsylvania and Houston capitalists have leased the Forest Park property from P. M. Granberry, and will sink oil wells.

Houston—Oil Wells.—The Harris County Gas & Oil Co. has been chartered, with capital stock of \$10,000, by B. W. Camp (president), Hyman Levy, Howard F. Smith, I. L. Wolf and H. E. Fuller, for the development of 16,000 acres of oil lands.

La Porte—Saw-mill and Box Factory.—The La Porte Saw-Mill and Box Factory will double its present capacity, which is 50,000 feet per day.

Liberty—Oil Company.—Chartered: The Liberty County Oil Co., with capital of \$5000, by J. H. Richardson, E. B. Pickett and M. B. Rayburn.

Linden—Shingle Mill.—S. K. Boleman and J. B. Nelson will erect large shingle mill.

Orange—Rice Mill.—Investigations are being made relative to the establishment of a rice mill. Address "Secretary Board of Trade."

Orange—Oil Wells.—The Orange Prospecting Co. has been chartered to prospect for oil, with capital of \$10,000, by P. B. Curry, Sr., L. Miller, P. Lausen and others.

San Angelo—Cold-storage Plant.—The San Angelo Ice & Power Co. will construct three additional cold-storage rooms.

San Antonio—Granite Quarries.—The Texas Quarry & Manufacturing Co. (lately reported) has purchased four quarry sites in Llano county and partly installed \$5000 worth of machinery. Two new quarries are being opened.

San Antonio—Cattle Company.—The Combs Cattle Co., with capital stock of \$50,000, has been incorporated by D. S. Combs and others.

Saveri (not a postoffice)—Milling.—The Saveri Milling Association has been chartered, with capital stock of \$10,000, by T. J. Patello, H. H. Astberry and T. W. McSpaddin.

Stephenville—Cattle Company.—The Cage Cattle Co. has been incorporated, with capital stock of \$75,000, by B. C. Cage and others.

Stephenville—Mercantile.—Chartered: The G. B. Maloney Co., with capital of \$100,000, by G. B. Maloney and others.

VIRGINIA.

Dayton—Furniture Factory.—W. B. Miller will establish a furniture factory.

Gholsonville—Flour Mill.—Dr. W. R. Ezell has erected building for flour mill, as lately reported, and will install machinery with capacity of thirty or forty barrels per day.

Hume—Copper Mine.—R. C. Ambler has contracted with a New Jersey mining company to work his copper mine.

Lynchburg—Manganese Plant and Paint Works.—W. R. Cuthbert of Pittsburg, Pa., will, it is reported, locate a plant at Lynchburg for grinding manganese, and later on add the manufacture of mineral paint.

Newport News—Plumbers' Supplies Works. The Plumbers' Supplies Manufacturing Co. has been incorporated under West Virginia laws for building a \$120,000 plant at Newport News for the manufacture of plumbers' supplies. Among the incorporators are J. M. Willis and A. S. Segar of Hampton and L. P. Stearns of Newport News.

Norfolk—Copper Mines.—The Halifax Copper Co. has been incorporated to develop copper mines, operate smelting plants, etc., with capital stock of \$10,000, by G. L. Currier, president; O. D. Jackson, vice-president; D. R. Creevy, Jr., secretary and treasurer.

Norfolk—Hardwood Lumber Company.—The Norfolk Hardwood Co. has been incorporated, with capital stock of from \$3000 to \$5000, to conduct general hardwood lumber business. F. D. Marsh of Cambridge, Mass., is president; H. R. Leonard, secretary and treasurer.

Norfolk—Pillow Company.—The Virginia Pillow Co. has been incorporated to manufacture, clean and purify down cushions, feather pillows, wire springs, etc., with capital of from \$3000 to \$10,000; Moses Marx, president; F. B. Miller, vice-president, and M. K. Woodhouse, secretary-treasurer.

Petersburg—Gas Works.—The plant of the Petersburg Gaslight Co. has been sold to a Philadelphia syndicate, which will expend \$20,000 in improvements. Company will not change its name for the present, and will have R. D. Apperson and R. D. McCue of Staunton, Va., president and local manager, respectively; William H. Baxter, Petersburg, superintendent.

Roanoke—Cannery.—C. M. Nalls is making efforts to rebuild his cannery recently burned.

WEST VIRGINIA.

Charleston—Coal Mines.—The Imperial Coal Co., reported recently as incorporated, has purchased 5000 acres of coal lands from the Kanawha Coal Co. (Richmond, Va.) near Charleston, and will develop same.

Elkins—Bottling Works.—Hugh Hockman of Davis will establish bottling works for manufacture of soft drinks, etc., at Elkins.

Guyandotte—Lumber Mill.—Wilson & Sons will rebuild their mill, reported burned.

Harrison County—Coal-lands Development. John T. McGraw of Grafton and associates have purchased from Martin Mullin of Cleveland, Ohio, 2400 acres of coal lands in Harrison county for \$250,000, and will organize a company for immediate developments. It is understood that Thos. M. King, J. Horner Smith, Finley Barber of Grafton and others will be interested. A branch railroad is now being surveyed to the lands. Modern mining equipments and other machinery will be installed for thorough developments.

Harrisville—Laundry.—Henry Garrett will establish a laundry.

Morgantown—Coal Mines.—The Cassville & Monongahela Railroad is being surveyed to Cassville for the purpose of facilitating development of 12,000 acres of coal lands owned by the New York & West Virginia Coal Co., recently chartered, with capital stock of \$1,000,000, and privilege of increasing to \$5,000,000. A bridge will be constructed across the Monongahela river, plans for which have not as yet been prepared. James A. Milholland of Cumberland, Md., is interested, and may be addressed.

Piedmont—Knitting Mill.—A proposition has been made for the establishment of a \$20,000 knitting mill. Address Mayor Eubanks.

Piedmont—Coal Mine.—The Piedmont & Potomac Coal Co. will be organized for the development of 268 acres of coal lands which it has leased near Piedmont. P. M. Phillips of Keyser, W. Va., is interested.

Sistersville—Pulp Plaster Factory.—Messrs. Baird of Napoleon, Ohio, have, it is reported, made a proposition for the establishment of a pulp plaster factory in Sistersville.

Sutton—Coal Mines, etc.—Fred Clark, Tloga Center, N. Y.; John A. Wyman, Bayonne, N. J.; H. J. Baudet and C. E. Bonwell of New York and S. A. Dutton of Sutton, W. Va., have incorporated the American Coal & Lumber Co. for operating coal and timber lands; authorized capital \$1,000,000.

West Virginia—Coal Lands.—B. T. Hale of Towanda, Pa., has purchased 2100 acres of coal lands in West Virginia.

BURNED.

Charleston, S. C.—Charleston Lead and Excelsior Works; estimated loss \$40,000.

Dothan, Ala.—Williams & Reeves Bros.' ginners; estimated loss \$3000.

Hulett, Ga.—R. L. Beddingfield's ginners; loss \$1500.

BUILDING NOTES.

Atlanta, Ga.—Roundhouse.—The Southern Railway has had plans made for erection of a roundhouse at Atlanta to cost \$100,000; Frank S. Gannon, general manager, Washington, D. C.

Atlanta, Ga.—Depot.—Walter Harrison has completed plans for remodeling and improving Atlanta's union depot; cost of improvements will be about \$30,000.

Atlanta, Ga.—Building.—The J. W. Rucker estate will build an additional story to new building on West Alabama street to cost \$10,000.

Augusta, Ga.—Engine-house.—C. A. Maxwell, city engineer, is preparing plans for new engine-house.

Baltimore, Md.—Residence.—J. E. Lafferty is preparing plans for a \$30,000 residence for Dr. M. H. Carter.

Birmingham, Ala.—Church.—St. John's Methodist Church, South, has decided to build a \$25,000 edifice. Information as to plans, etc., can be had by addressing G. W. Rattcliffe, chairman committee.

Birmingham, Ala.—Bank Building.—The People's Savings Bank & Trust Co. has let contract for a new vault and enlarging its building.

Birmingham, Ala.—Synagogue.—The Knesses Israel Congregation will erect a synagogue; site purchased for \$4000. Rev. L. Sherr may be addressed.

Brookland, D. C.—Engine-house.—H. B. F. Macfarland, J. W. Ross and L. H. Beach,

commissioners District of Columbia, Washington, D. C., will receive sealed proposals until February 23 for constructing chemical and steam fire engine-house. Forms of proposals and specifications and all information may be obtained upon application at office of inspector of buildings of District. Usual rights reserved.

Brownsville, Tenn.—Building.—Langham & Simpson have contract for remodeling the Wilder & Simpson Building.

Celeste, Texas—Building.—J. T. Harrell will erect brick business building.

Charleston, S. C.—Hotel.—Bradford L. Gilbert of New York will prepare plans for the hotel which Andrew Simonds proposes to organize a company to build.

Charleston, S. C.—Mill Buildings.—Proposals will be opened February 15 for the construction of 100x240-foot building, 50x50-foot engine-house, 50x50-foot boiler-room and 50x80-foot annex for the Royal Bag & Yarn Manufacturing Co. Plans and specifications can be had of the D. A. Tompkins Co., Charlotte, N. C.

Chattanooga, Tenn.—Tenement.—Creed F. Bates has let contract to W. H. Armstrong for erection of two-story brick tenement building to cost \$4000.

Columbia, S. C.—Office Building.—Brite & Bacon of New York are preparing plans for a 10-story fireproof office building at Columbia to cost \$125,000. E. W. Robertson, president Loan and Exchange Bank, can be addressed.

Columbia, S. C.—Dwellings.—Walter & Le-gare have prepared plans for two dwellings for Robert Moorman and Col. John D. Frost to cost \$5000 each, of frame, and to have electric and gas fixtures, slate roof, etc.

Columbia, S. C.—Store Building.—Mr. Van Meter has had plans prepared for erection of a three-story brick store building, with front of plate glass and iron.

Cuero, Texas—Mill Building.—J. B. Ashworth, secretary Cuero Cotton Mills, will open bids February 23 for construction of cotton-mill building; plans and specifications on file.

Fayetteville, N. C.—Depot.—The Atlantic Coast Line Railroad will erect brick depot; W. G. Elliott, president, Wilmington, N. C.

Greenville, Texas—Opera-house.—Mrs. V. A. King will rebuild the King Opera-House.

Knoxville, Tenn.—Office Building.—B. R. Strong, Col. C. M. McGhee, J. Y. Johnson and others have purchased site and will erect large office building.

Lexington, Ky.—Gymnasium.—D. F. Fra-zee, chairman building committee Agricultural and Mechanical College of Kentucky, will receive sealed proposals until February 9 for erection of gymnasium in accordance with specifications and plans by J. R. Scott, on file at office of F. Paul Anderson, Mechanical Hall. Each bid must be accompanied by certified check for \$500. Bond required and rights reserved.

Louisville, Ky.—Cottages.—Mason Maury has made plans for two cottages for C. Stege.

Lynchburg, Va.—Warehouse.—The Lynchburg Cotton Mills will build clothroom to cost about \$10,000 and a number of tenements.

Morristown, Tenn.—Building.—The Morristown Normal College, Judson S. Hill, president, is planning to erect a building for industrial training to cost from \$8000 to \$10,000, to be furnished with machinery and tools for wood and iron working.

New Orleans, La.—Depot.—The Louisville & Nashville Railroad Co. has awarded contract for erection of its proposed \$50,000 depot.

New Orleans, La.—College Building.—Col. George Soule will erect college building.

Old Point Comfort, Va.—Hotel.—The Old Point Comfort Improvement Co. has been incorporated at Norfolk, with capital stock of not less than \$22,500 nor more than \$450,000, to operate the Hotel Chamberlin; Samuel H. Lawrence of New York, president; Henry M. Haviland of Brooklyn, N. Y., vice-president; James B. Summerfield of Brooklyn, treasurer, and Armitage Matthews of New York, secretary.

Paducah, Ky.—Business Block.—Oglivie & Co. will erect business block.

Paducah, Ky.—Opera-house.—F. W. Kaatterjohn has contract at \$23,411 for erection of the Palmer House Company's proposed opera-house.

Port Gibson, Miss.—Bank Building.—The Mississippi National Bank, Jacob Bernheimer, president, will erect new bank building.

Spartanburg, S. C.—College.—Frank P. Milburn of Columbia, S. C., will prepare plans and specifications for the new alumn hall to replace the one destroyed by fire at Wofford College in Spartanburg.

Vicksburg, Miss.—City Hall.—Plans and specifications for the proposed city hall will be submitted February 13. The building, including heating apparatus complete, electric wiring and pipes for gas (no fixtures), plumbing, which will include closets with utensils on first and second floors, and architects' fees, is not to exceed in cost \$37,000. Address "The Mayor."

Washington, D. C.—Asylum.—H. B. F. Macfarland, L. H. Beach and J. W. Ross, commissioners, Washington, D. C., will open proposals February 23 for constructing a receiving ward at the Washington Asylum. Forms of proposals and specifications and all information can be obtained at office of inspector of buildings. Usual rights reserved.

Washington, D. C.—Buildings.—Permits issued to John M. Henderson for five dwellings of press brick and with furnace heat, to cost \$15,000; Annie M. Gordon, four dwellings of brick to cost \$12,000; G. W. Slatford, one brick dwelling to cost \$600.

Wheeling, W. Va.—Theater and Office Building.—N. B. Scott, N. E. Whitaker, Geo. A. Laughlin, E. S. McLure and others have incorporated the Board of Trade Building Co., with capital stock of \$60,000, for erection of the theater and office building recently mentioned.

Wheeling, W. Va.—Apartment-house.—Geo. E. House has purchased site for \$17,000 and will erect five-story apartment-house.

Wheeling, W. Va.—Business House.—Fred Faris is preparing plans for a three-story brick and stone business building.

Winston-Salem, N. C.—Auditorium.—The Winston-Salem Auditorium Co., lately reported, will erect a building 55x125 feet. Address George E. Webb.*

Wrightsville, N. C.—Hotel Improvements.—The Wrightsville Beach Hotel Co. has awarded contract to F. A. Applegate for improving hotel at cost of \$10,000.

RAILROAD CONSTRUCTION

Railways.

Bel Air, Md.—The plan to build an electric railroad between Baltimore and Bel Air is being agitated, and it is stated that right of way has been secured for a distance of about six miles.

Benndale, Miss.—Rails have been received for the railroad which the Farnsworth Lumber Co. is constructing between Benndale and timber land in the vicinity.

Benton, Ark.—It is reported that the Little Rock & Hot Springs Western Railroad Co. has under consideration an extension from Benton to Pine Bluff, and may secure control of the Pine Bluff & Western Railway. S. W. Fordyce at Little Rock is president of the Hot Springs line.

Birmingham, Ala.—It is reported that the outlay for rebuilding the electric line between Birmingham and Powderly and making other improvements which the Birmingham Railway, Light & Power Co. contemplates will amount to about \$500,000. Robert Jenison is president of the company.

Brownwood, Texas.—A report is current that the Fort Worth & Rio Grande Railroad Co. has made a survey of an extension between Brownwood and Fort McKavitt. H. C. Wicker at Fort Worth is president of the company.

Cape Girardeau, Mo.—It is officially announced that contracts will be let in a few weeks for the extension of the St. Louis, Cape Girardeau & Southern between Cape Girardeau and Perryville, an estimated distance of forty-five miles. L. B. Houck at Cape Girardeau is president of the company.

Crowley, La.—It is reported that a plan is under way to organize a railroad company to build between Nacogdoches, Texas, and Crowley by the way of Leesville, a distance of 175 miles.

Cumberland, Md.—The plan to build an electric railroad between Cumberland and Westernport has been revived by J. W. Burchinal of Mountville, W. Va., and others, and a franchise has been asked from the Allegany county commissioners.

Ellington, Mo.—The Missouri Southern Railroad Co. has under construction an extension between Ellington and Salem, an estimated distance of forty-five miles. About twelve miles have been completed. L. D. McGlashan at Ellington is engineer.

Fincastle, Va.—The Botetourt Electric Railway & Power Co. has been organized to complete the electric road between the towns mentioned, a distance of twenty miles. Twelve miles are already graded. James Godwin at Fincastle is president of the company.

Franklin, N. C.—A bill has been intro-

duced into the legislature to incorporate the Blue Ridge & Atlantic Railway Co., which is capitalized at \$350,000. According to the bill, the company proposes building from a point on the State line between North Carolina and Georgia through Macon and adjacent counties, including Franklin on the route. Among those interested are J. A. Deal and R. L. Porter.

Foshee, Ala.—It is reported that the total railroad mileage to be built by the Alger-Sullivan Lumber Co. will be about fifty. Most of the road will be constructed in the vicinity of Foshee, and about thirty miles of rails have already been purchased. Hon. Russell A. Alger at Detroit, Mich., is at the head of the company.

Galveston, Texas.—The new mileage which the Gulf, Colorado & Santa Fe Railroad Co. is now building in Eastern Texas will extend from Somerville to Rogan, a distance of about 150 miles. At Rogan connection will be made with the Gulf, Beaumont & Kansas City division, which is being extended to Rogan.

Geneva, Ala.—The section of the Louisville & Nashville Railroad between Georgiana and Geneva is completed, and regular train service will begin in the near future. The line is seventy-eight miles in length.

Hagerstown, Md.—The Hagerstown Street Railway Co. will, it is stated, issue \$35,000 worth of bonds to extend the system from this city via Funkstown, Boonsboro and Keedysville to Sharpsburg and Antietam battlefield. The company has under contemplation the extension of the new road from Sharpsburg to Williamsport.

Hamburg, Ark.—The Mississippi River, Hamburg & Western Railroad Co. is reported, has under consideration an extension from Hamburg to Shreveport, La., a distance of 165 miles. The line is now in operation between a point on the Mississippi river and Hamburg, a distance of thirty-eight miles. J. M. Parker at Hamburg is general manager, and L. A. Cole, 200 William street, New York, is president of the company.

Harrison, Ark.—A correspondent of the Manufacturers' Record writes that the Eureka Springs & Northern Railroad Co., which is completing its line to Harrison, expects to construct a further extension of about sixty miles to what is known as the Sugar Orchard district. John Scullin at St. Louis, Mo., is one of the principal promoters of the road.

Henrietta, Texas.—About thirty miles of the Red River & Southwestern Railroad have been graded between Henrietta and Archer City, and it is stated that tracklaying will begin upon the right of way in the near future. E. B. Carver at Henrietta is general manager of the company.

Jamestown, Tenn.—John F. McNutt and others have organized the Cumberland Plateau Railroad Co., capitalized at \$100,000, to build a line between Jamestown and Johnson's Point, in Cumberland county.

Knoxville, Tenn.—A Pennsylvania syndicate is interested in the proposed railroad in Monroe county, which, it is stated, will be eighteen miles in length and connect with the Atlanta, Knoxville & Northern Railway. The railroad will traverse a tract of timber land owned by the syndicate, which includes J. M. Carpenter, also J. L. Andrews of Coudersport, Pa. W. C. Crozer of Knoxville is engineer.

Lake Cormorant, Miss.—Messrs. C. D. Smith & Co. advise the Manufacturers' Record that about two-thirds of the contract recently secured to build an extension of the Illinois Central Railroad has been sublet to other parties, and the balance will be done by their own force. H. W. Parkhurst at Chicago is engineer of construction of the Illinois Central. The contract represents about fifty miles. Messrs. Smith & Co. may be addressed at Blythe, Miss.

Leesburg, Fla.—The Yallah & Western Railroad Co. has been incorporated to build from Leesburg to a point in Lake county, a distance of seven miles. A. T. Haines is president, and George Kingsley, secretary, of the company.

Louisville, Ky.—The Louisville, Anchorage & Pewee Valley Electric Railway Co. has been incorporated to build a line from Louisville through the Pewee valley. H. H. Bechtel of Cincinnati, Ohio, is president, and Percy Moore of Louisville one of the directors.

Lufkin, Texas.—An official of the Texas Eastern Railway Co. furnishes further information about its line, which is to be built between Lufkin and Crockett. A contract has been let for twenty-six miles, to be completed by April 1. The entire length of the road will be about forty-six miles. The Central Coal & Coke Co. of Texarkana, Texas,

of which R. H. Keith is president, is the principal promoter.

Meridian, Miss.—W. G. Boorman, one of the directors of the Meridian & Eastern Railroad Co., writes the Manufacturers' Record that organization has been completed and surveys made, while right of way has also been secured. The estimated length of the road is fifty miles, and its terminal points Meridian and the Tombigbee river in Alabama. Mr. Boorman may be addressed at New Orleans, La., P. O. Box 904.

Moorefield, W. Va.—Aaron Seymour and Joseph Cunningham are interested in the plan to build a railroad in Moore county, Virginia, along the Stony River valley. A bill has been introduced in the Virginia legislature to incorporate a company to build this line under the title of the Virginia Central Railroad Co., to be capitalized at \$750,000.

Morgantown, W. Va.—It is reported that the Pennsylvania Railroad Co. has finally determined to build what is known as the Pittsburgh, Virginia & Charleston Railroad along the Monongahela river between Brownsville, Pa., and Morgantown, a distance of forty-five miles. W. H. Brown at Philadelphia, Pa., is chief engineer of the Pennsylvania Company.

Newport, Ark.—A correspondent of the Manufacturers' Record writes that an effort is being made to obtain right of way between Newport and Salido, Ark., for a railroad. It is expected that surveys will be made for the line in the near future. J. M. Johnson of Newport may be able to give information.

Norfolk, Va.—An official of the Norfolk & Southern Railway Co. is authority for the statement that the Virginia Beach line is now being extended to Cape Henry from its present terminus. M. K. King is general manager.

Obion, Tenn.—A correspondent of the Manufacturers' Record writes that the length of the proposed railroad between Obion and Tiptonville will be about twenty-four miles. W. M. Wilson of Obion is one of the directors and J. C. Harris of Tiptonville treasurer of the company.

Orange, Texas.—John W. Maxcy of Houston, Texas, has been appointed engineer of the Orange & Northwestern Railroad Co., and surveys are now in progress. G. Bedell Moore is president.

Pensacola, Fla.—It is reported that the plan to build the Pensacola & Northwestern Railroad has been revived, and that S. N. Von Praag, the principal promoter of the enterprise, is now negotiating with New York parties in its interest. It is intended to be built between Pensacola and Memphis, Tenn.

Raleigh, N. C.—Bills are pending in the legislature incorporating the Piedmont & Alleghany Railroad, the Rutherfordton Railway Co. and the Hilton Railway Co.

Roanoke, Va.—An official of the Norfolk & Western Railroad Co. confirms the report in the Manufacturers' Record that this company has decided to survey an extension which may be built in North Carolina through Grayson and adjacent counties. Henry Fink, 40 Exchange Place, New York, is president of the company, and C. S. Churchill at Roanoke, engineer.

Sistersville, W. Va.—The Tyler Railroad Co. has been incorporated to build between Sistersville and West Union, a distance of twenty-five miles. It is capitalized at \$150,000. Among those interested are H. W. McCoy of Sistersville and J. M. Underwood of Middlebourne.

Sneedville, Tenn.—The Powell's Mountain Mineral Railway Co. writes the Manufacturers' Record that it is surveying its line, which will be ninety-five miles in length, and will soon be in the market for the necessary material to construct it.

Sour Lake, Texas.—The Beaumont & Sour Lake Railroad Co. has been incorporated to build from a point on the Gulf, Beaumont & Kansas City Railroad in Hardin county to Sour Lake, a distance of about fifteen miles. J. F. Keith and George C. Young are directors in the company.

Spartanburg, S. C.—The Spartanburg Electric Railway, Gas & Power Co. has surveyed an extension of its line from Clifton to Converse, S. C., and it is understood the extension will be built immediately. The company may be addressed at Spartanburg.

Statesboro, Ga.—The Central of Georgia Railway Co. has decided to build a connection between Statesboro and Register, a distance of about ten miles. John M. Egan at Savannah is president of the company.

Union, S. C.—A correspondent of the Manufacturers' Record writes that the company controlling the electric railroad between Union and the Buffalo Cotton Mills proposes

extending it to Glenn Springs, where connection will be made with the Glenn Springs Railroad. Thomas C. Duncan at Union is president of the company.

Washington, D. C.—Joseph S. Miller, president of the Great Falls & Old Dominion Railroad Co., writes the Manufacturers' Record that this line will be about fourteen miles in length, extending from the aqueduct bridge, Washington, to the Great Falls of the Potomac, in Fairfax county, Virginia. It is hoped to complete the line during the present year. Mr. Miller's address is 1413 G street N. W.

Yazoo City, Miss.—A bonus of \$25,000 is being raised by local business men to insure the construction of a line from Belzoua to Yazoo City, which will be a portion of the Illinois Central system. David Sloan at Chicago is chief engineer of the company.

Street Railways.

Baltimore, Md.—The United Railways & Electric Co. has secured permission from the city authorities to build an extension on several streets in the southwestern suburbs.

Birmingham, Ala.—Robert R. Zell, engineer of the Metropolitan Rapid Transit Co., writes the Manufacturers' Record that right of way is now being secured in the city and suburbs. Eugene Emslen of Birmingham is one of the principal promoters.

Durham, N. C.—The Durham Traction Co. has been incorporated, with \$1,000,000 capital, to build a street-railway system in Durham and vicinity. R. H. Wright is president of the company, and J. S. Carr, vice-president.

Natchez, Miss.—The city authorities have granted a franchise to the Natchez Street Railway & Power Co., and it is stated that work is to begin upon the road within the next sixty days. E. R. Ratcliff is president of the company.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Agricultural Machinery.—Chas. S. Northen, Ashland, Ala., wants to correspond with manufacturers of improved farm machinery and buggies.

Boiler.—Swansboro Lumber Co., Box 686, New Berne, N. C., wants to buy a second-hand 50-horse-power Scotch marine boiler for tugboat; must be allowed 100 pounds of steam by marine inspector.

Boiler.—J. W. Holliday, Lurich, Va., wants to purchase a second-hand horizontal boiler of about forty or fifty horse-power.

Boiler and Engine.—Fayetteville Steam Laundry, Fayetteville, N. C., wants 20-horse-power return tubular boiler and 15-horse-power horizontal engine.

Boiler and Engine.—See "Electric Plant."

Boiler and Engine.—See "Mining Equipment."

Boiler and Engine.—See "Woodworking Machinery."

Boiler and Engine.—See "Woodworking Machinery."

Boiler and Engine.—John Fair, Newport News, Va., wants prices (dealers') on 20-horse-power portable boiler and engine and lath sawing outfit.

Boilers and Engines.—See "Knitting Mill."

Boilers and Engines.—See "Mining Equipment."

Boilers and Engines.—Alabama Elastic Pulp Plaster Co., J. H. Bancroft, manager, Mobile, Ala., is in the market for a 60-horse-power boiler, with 50-horse-power engine; also 50-horse-power boiler, with 40-horse-power engine.

Brick and Tile Machinery.—Valden Brick & Tile Manufacturing Co., Valden, Miss., will purchase machinery for manufacture of tiles.

Brick Machinery.—Alabama Elastic Pulp Plaster Co., J. H. Bancroft, manager, Mobile, Ala., is in the market for a grinder or crushing machine.

Brick Machinery.—Elizabeth City (N. C.)

Brick Co., C. J. Ward, manager, wants to purchase brick machinery, including a stiff-mud machine, dry-kiln, etc.

Building Materials.—George E. Webb, Winston-Salem (N. C.) Auditorium Co., wants to correspond with manufacturers of builders' supplies.

Carousels.—Geo. M. Graves, Vera, N. D., wants to correspond with makers of merry-go-rounds.

Cotton Mill.—Thos. B. Lee, Greenwood, S. C., wants to correspond with makers of machinery for making cotton batting or wadding; capacity about 1000 pounds per day.

Dredge.—C. S. Riche, captain engineers, United States engineer office, Galveston, Texas, will receive sealed proposals until February 28 for building hull and machinery of self-propelling hydraulic dredge. Information furnished on application.

Dry-kiln.—See "Brick Machinery."

Dry-kiln.—See "Woodworking Machinery."

Electrical Supplies, etc.—See "Knitting Mill."

Electric-light Plant.—C. Y. Bird, Live Oak, Fla., wants bids on erection of electric-light plant for 1700 inhabitants.

Electric-light Plant.—Russell Manufacturing Co., E. J. Adams, superintendent, Winder, Ga., is in the market for a 30 or 50-kilowatt alternating plant, supplies, etc.

Electric Plant.—Carbon Coal & Coke Co., C. Scholz, secretary, Cannelton, W. Va., wants to purchase a second-hand steam plant of 150 horse-power complete to drive electric generators; boiler of tubular type, with four-inch flues, 80-pound pressure, to have all fittings, front, grates, stack and injector; engine to be automatic type. Will also consider purchase of a 100-kilowatt generator, 50 volts, direct current, with plain switch-board fitted with volt meter, ammeter, rheostat and circuit-breaker.

Electric-power.—L. S. Rogers, West, Miss., wants full information and estimates regarding water-power development and transmission of electric current.

Engine.—Crescent Bed Co., Limited, New Orleans, La., wants to buy a second-hand gasoline engine from seven to ten horse-power.

Excelsior Machines.—J. Ed Courad, Lexington, N. C., wants prices on second-hand excelsior machines.

Fertilizer (Fish) Machinery.—W. C. Welborn, Agricultural College, Miss., wants full information regarding machinery for handling fish, extracting oil, drying and mixing scrap, etc., for fertilizer factory.

Flour Mill.—Dr. W. R. Ezell, Gholsonville, Va., wants complete flour-mill equipment of thirty or forty barrels capacity per day, including roller mills, purifiers, cleaners, etc.

Foundry Equipment.—B. M. Haubold, care of H. E. Cole, Harrison, Ark., is in the market for foundry equipment.

Furniture Machinery.—See "Woodworking Machinery."

Furniture Machinery.—Meares & Co., Ridgeway, S. C., want prices on machinery for making furniture.

Gasoline Engine.—See "Engine."

Guano Machinery.—Joseph Mabbett, Quitman, Ga., wants to correspond with manufacturers of guano machinery.

Hats.—H. Owen, Clemson College, S. C., wants addresses of manufacturers of class caps.

Heating Apparatus.—Sealed bids will be received until February 9 by D. F. Frazee, chairman building committee Agricultural and Mechanical College, Lexington, Ky., for complete installation of heating plant for gymnasium, in accordance with specifications by F. Paul Anderson, mechanical engineer, on file at Mechanical Hall. Each bid to be accompanied by certified check for \$100. Bond required and rights reserved.

Ice Machinery.—Dr. E. T. Newell, St. Joseph, La., wants bids on 8 and 10-ton ice plant, absorption and compression systems.

Ice Plant.—Mississippi Manufacturing Co., Crystal Springs, Miss., wants to correspond with manufacturers of ice plants.

Ice Plant.—Ruston (La.) Compress & Manufacturing Co., Limited, wants estimates on 20-ton ice plant. Address H. W. Ragan, secretary.

Iron Work.—Hardie-Tynes Foundry & Machine Co., Birmingham, Ala., wants to correspond with companies making a specialty of structural iron for buildings, etc.

Knitting Mill.—N. G. Long, Gholston Inn, Elberton, Ga., is in the market for knitting-mill machinery, including engines, boilers, shafting, roofing, electrical supplies, etc.

Laundry Machinery.—Dr. E. T. Newell, St. Joseph, La., wants bids on steam-laundry machinery.

Lithographers, etc.—Powells Mountain Mineral Railway Co., Sneedville, Tenn., wants to correspond with lithographers and engravers.

Logging Equipment.—See "Railway Equipment."

Machine Tools.—See "Woodworking Machinery."

Machine Tools.—Boiland & Gschwind Co., Limited, New Orleans, La., is in the market for a 10 or 12-foot boring and turning mill and a large universal radial drill (second-hand preferred).

Mining Equipment.—M. A. Wood & Co., Pratt City, Ala., will need boiler and double engine, two pumps, piping and fittings, one light locomotive, three tons, narrow gauge, three feet.

Mining Equipment.—R. E. Watson, Austell Building, Atlanta, Ga., wants to communicate with makers of machinery for preparing and grinding asbestos.

Mining Equipment.—James T. Craig, secretary North Arkansas & St. Louis Mining Co., Little Rock, Ark., will about April 15 purchase machinery for mining lead and zinc ores.

Mining Equipment.—J. Council Brown, 44 George street, New Berne, N. C., will be in the market within thirty days for 50-ton and 100-ton rock crusher, section cylinder screen and conveyor for crushed rock from crusher to screen over bins for each size rock, engines and boilers with capacity to pull each machine, six small dumping cars and one mile of track iron for light tram cars (or 20-pound rails).

Oil Mill.—See "Packer."

Oil Mill.—See "Fertilizer (Fish) Machinery."

Oil Mill.—John W. Poole & Son, Petersburg, Va., want to correspond with manufacturers of machinery for making peanut oil.

Oil Mills.—W. H. Gibbs & Co., Columbia, S. C., wants names of makers of machinery for pressing oil out of castor beans.

Packer.—Grovanla Oil & Fertilizer Co., Grovanla, Ga., wants to buy packer to pack cottonseed hulls in sacks, 100 pounds to the sack.

Peanut Machinery.—See "Oil Mill."

Piping, etc.—Joseph B. Boyle, secretary Citizens' Water & Power Co., Westminster, Md., wants about 30,000 feet of eight-inch, six-inch and four-inch pipe, etc., with valves; about 7150 pounds special castings, etc., f. o. b. Westminster; specifications on application.

Pressed Brick.—See "Roofing."

Pulverizing Machinery.—See "Mining Equipment."

Railway Equipment.—See "Mining Equipment."

Railway Equipment.—Powells Mountain Mineral Railway Co., Sneedville, Tenn., will be in the market for rails, ties, rolling stock, etc., for ninety-five miles of road.

Railway Equipment.—Swansboro Lumber Co., Box 696, New Berne, N. C., wants to buy six miles of 20 or 25-pound relaying steel, with fastenings, for delivery at Morehead City, N. C., and a light logging engine and cars.

Roofing.—See "Knitting Mill."

Roofing.—J. H. Walker & Co., Reidsville, N. C., will want iron roofing, siding and pressed brick.

Saw and Splitting Mill.—Virginia Cotton Mills, Swepsonville, N. C., wants addresses of manufacturers of portable power wood saws suitable for cutting cordwood by horse-power or small engine.

Saw-mills.—H. H. Everest, general manager Texas Lumber, Tie & Timber Co., Burke, Texas, wants to buy four portable plants suitable for cutting pine crossties on two faces, the other side to be peeled, new or second-hand.

Shafting.—See "Knitting Mill."

Tank.—Thomas M. Swift, Elberton, Ga., wants a 10,000-gallon steel tank.

Textile Machinery.—Geo. M. Graves, Vera, N. D., wants to communicate with manufacturers of flax-mill machinery.

Vehicles.—See "Agricultural Machinery."

Water-power Development.—See "Electric-power."

Water-wheel.—See "Woodworking Machinery."

Water-works.—L. Stalton, mayor, and city council will open bids February 26 for the construction of water-works at Laurel, Miss., after plans and specifications now on exhibition at office of city clerk or of Iowa Engineering Co., 419 Weston Block, Clinton, Iowa. Machinery will include 85,000-gallon reservoir, two 114-horse-power boilers, two 1,500,000-gallon pumps, etc.

Wireworking Machinery.—K. J. & H. L. Carpenter, Rutherfordton (reported by error Weatherfordton recently), N. C., wants addresses of makers of machinery for making spring beds.

Wireworking Machinery.—Charleston Lead and Excelsior Works, 39 Calhoun street, Charleston, S. C., wants to correspond with makers of machinery for manufacturing spring and wire mattresses.

Woodworking Machinery.—See "Boiler and Engine."

Woodworking Machinery.—John A. Rogers, Hartsells, Ala., wants prices on nail-keg sewing machinery.

Woodworking Machinery.—M. B. Hagood, Barnwell, S. C., is in the market for a shingle machine and possibly an axe-handle machine.

Woodworking Machinery.—Daniel Baker & Sons, Stephens City, Va., want to purchase cylinder saw and other stove and heading machinery.

Woodworking Machinery.—Harvey L. Beck, Cld, N. C., will want 15-horse-power boiler and engine and machinery for the manufacture of white-oak splits, after his own model.

Woodworking Machinery.—Cherokee Manufacturing Co., Dalton, Ga., is in the market for second-hand machine for jointing slack-barrel staves; also second-hand heading turner for slack-barrel heads.

Woodworking Machinery.—Justin C. Jackson, Wilsonville, Ala., is in the market for three-saw lath mill of 20,000 capacity per day, self-feeder boiler, cut-off saw complete for working in roller box, 25-horse-power boiler (horizontal stationary) and engine, new or second-hand.

Woodworking Machinery.—Erwin Manufacturing Co., A. R. Brown, president, Erwin, Tenn., is in the market for complete woodworking plant, including saw-mill and turbine water-wheel.

Woodworking Machinery.—Fred Garraux, 35 Augusta avenue, Atlanta, Ga., is in the market for two drill presses, 24-inch by 10-foot lathe, 20-inch by 6-foot lathe, turret lathe, planer 8 or 9-foot bed, shaper (medium size), 30-inch band saw, 24-inch double surfacer and matcher, sticking machine, surfacer, tenoning machine, 24-inch woodturning lathe, mortising machine, etc., new or second-hand.

Woodworking Machinery.—Elberton Furniture Co., Elberton, Ga., wants 32-inch smoothing planer, 26-inch surfacer, 30-inch buzz planer with gauge, two rip saws, double cut-off saw, eight-inch four-side sticker fitted with sideheads and with cutters for grooving, suitable for bedstead work, and regular heads for molding; shaper twenty-six inches between spindles, carver, double-end tenoner, boring machine with two spindles, swing saw, variety saw and groover, combination band resaw, 42-inch triple-drum sander, saw gummer and grinder for circular rip saw, automatic knife-grinder, spindle and disc sander, twenty-five four-foot trucks, emery-wheel mandrel, also improved dry-kiln.

TRADE NOTES.

Serviceable Paint.—Zanzibar Anti-Rust Paint ranks among the best of iron and roof paints on the market. For years it has been tested and used under all conditions, and found to be excellent for the purposes for which it is intended. The Garfield Oil Co., Cleveland, Ohio, manufactures this paint. It has established offices in Beaumont, San Antonio, Fort Worth, Little Rock and New Orleans to care for the Southern trade.

Providence Windlasses.—Since December 20 steamship-building companies on the Great Lakes have ordered ten steam capstan windlasses and No. F steam capstans from the manufacturer, the American Ship Windlass Co., Providence, R. I. This company also builds the Shaw & Spiggle Steam Towing Machine, which has been applied to the large towing vessels built on the lakes in recent years, some of them up to 8000 tons capacity.

Portable Pneumatic Punch.—An important advance in punching appliances and methods is announced. Those familiar with the class of work referred to will recognize the great advantage of the tool built by F. F. Slocumb & Co., Wilmington, Del. This tool is the Caskey Portable Pneumatic Punch, a one-man machine for light and heavy work. It saves power and space and gives increased accuracy of work. Further particulars on application.

Factory Comfort.—The new shops of the Colorado & Southern Railway at Denver are noticeable for features conducive to the

comfort and welfare of the workmen. Among these is ventilating and heating the entire plant by the blower system. The apparatus, furnished by the B. F. Sturtevant Co. of Boston, consists of fans and heaters installed in the machine and car shops. Air distribution is secured through a complete system of galvanized-iron piping. A clear atmosphere is maintained in the forge shop by mean of a large Sturtevant exhauster arranged to draw the smoke and gases from the eighteen special down-draft forges, also furnished by Sturtevant.

McCormick Turbine.—Never before has the demand for a first-class turbine wheel been greater than at present. Wheels once found to be economical in the use of water are now found to be wasteful, and because of the decline in many streams new wheels of more modern design are necessary. The McCormick turbine is offered by the S. Morgan Smith Co. of York, Pa., as a wheel calculated to meet the conditions referred to. This wheel is simple in construction, durable in all its parts, and what is of the greatest importance, uses less water per horse-power when running from half to full gate than any turbine ever offered to the public, so its manufacturer claims.

Gang Punching Machine.—Many manufacturers will be interested in reference to a gang punching machine being marketed by Edwin B. Stimpson & Son, manufacturers and importers, 31 Spruce street, New York. This machine, known as the Defender, is adapted for punching round or irregular-shaped holes, from two to eighteen holes at one time, and where only two holes are required to be punched they can be adjusted from one and one-half inches to twenty-six inches apart. The distance between uprights will admit of stock thirty inches wide passing through. The adjustment of the dies is simple. The Messrs. Stimpson also build a great variety of other machinery, particulars of which are ready for inquirers.

TRADE LITERATURE.

"The Mechanic."—A journal of interest to woodworkers is offered in "The Mechanic," issued by the H. B. Smith Machine Co., Smithville, N. J. The Twentieth-Century number of January is especially creditable in its character, both as to contents for reading and the excellence of its illustrations. Every woodworker should examine this valuable publication.

Plumbago.—The S. Obermayer Co. of Cincinnati and Chicago issues a card calling the attention to its Peerless pure East India Plumbago. This is the blacking that made the castings, that started the engines, that turned the screws, that sped the ship on her famous trip without a break or slip, the marvelous record-breaking run of our navy's pride, the Oregon.

Telephone Equipments.—The ever-increasing use of telephones and the extension of lines throughout the country makes of interest a reference to the Bruckner Electric Co. This company manufactures a full line of telephones and telephone equipments, catalogue of which has been issued. Offices are at 141 East Twenty-fifth street, Lexington Building, New York.

Graphite.—The February number of "Graphite" contains several bits of information that users of graphite should possess. The publication mentioned is issued by the Joseph Dixon Crucible Co. of Jersey City, N. J., in the interest of graphite productions, and for the purpose of establishing a better understanding in regard to different forms of graphite and their uses.

Hand Agricultural Tools.—Ample capacity and the most improved machinery enables manufacturers to produce goods that meet the requirements in their line. For hand agricultural tools the Geneva (Ohio) Tool Co. has the facilities mentioned. This company's growth has been steady and substantial, and the demand for its steel goods constantly increases. Catalogue for 1901 shows these tools to perfection, both by illustration and description.

Paint and Whitewash Pump.—Whitewashing and painting by machinery has made great strides during recent years. Manufacturers have introduced apparatus for the purpose that reduce expense greatly, both for material and labor. The Star Brass Works of 67 South Canal street, Chicago, manufactures the Star Whitewash and Dry Paint Pump, one of the most successful of its character on the market. A booklet regarding this pump may be had on application. The Star Brass Works also produces brass work of all descriptions for brewers, packers and others.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Wise Banking Innovation.

Periodic statements of the business of the Merchants' National Bank of Baltimore, whether made to the government through national examiners or to the stockholders through the directors, have been a record of splendid growth of business, to be expected of the progressive, wide-awake soundness of its management. It is recognized as one of the substantial banks, not only of the South, but of the country, and much of its success is credited to the alertness of its officers to be leaders in introducing improvements in the business, and in strengthening the guarantees of the security of stockholders and depositors. With its capital stock of \$1,500,000, its surplus and undivided profits of \$765,348.92, its deposits of \$9,068,253.81, and with its stock quoted at 200, the par value being 100, it would seem as if the directors were not called upon in the least to give other evidence of the bank's solidity. They were not called upon to do so, but with the unerring judgment which has led them to act in the past with such practical benefit to the bank, they have again become pioneers in introducing a feature of the business which will, without doubt, have a marked effect for good upon the banking of the community and the section. They have employed Messrs. Patterson, Teale & Dennis of New York and Baltimore, a firm of certified public accountants of high reputation, to make an independent examination of the bank without reservation of any kind. The thoroughness and exhaustiveness of this examination are shown by the fact that the experts, in addition to other work, verified by actual count the cash on hand, by actual returns from proper sources of the amounts due from reserve agents, other banks and bankers and the treasurer of the United States; by inspection of the evidence of indebtedness, the collateral on each loan being found in each case to be more than sufficient to cover the amount of the loan; by verification through certificates of deposit from the Treasury Department of the amount of United States bonds owned, the fact being brought out that the premium on these bonds, amounting to more than \$75,000, is not carried on the books as an asset; by verifying the amount of circulation and the amount of unpaid dividends, and by calling for all pass-books of individual deposits and statements of all amounts due banks and bankers, 90½ per cent. of the total amount due all depositors being verified by actual returns from the individual depositor, bank or banker.

In submitting their statement and their certificate of the condition of the bank on January 12, 1901, to Mr. Douglas H. Thomas, president of the bank, the accountants say: "We seldom have undertaken an examination under more favorable circumstances than in the case of the one just completed. In no bank which has come under our observation have we found matters in a more satisfactory condition. It has apparently been the aim of the officers of your bank not only to employ the most modern methods of accounting, but also to throw around its various employes the most complete system of checks and safeguards."

The Merchants' National Bank's business will certainly receive additional impulse as a result of this exceedingly prac-

tical innovation in examination, not only because of the demonstration thereby of its soundness and ability to handle business, but because people like enterprise on the part of a bank. At the same time it may be expected that other banks, recognizing the wisdom of the course, will follow the example of the Merchants' National Bank, and, consequently, that another argument will exist for the system of banking whose safeguards have been so effective in maintaining its popularity.

Opportunities for Investment.

In another column announcement is made of a list of securities offered by Messrs. Spencer Trask & Co. of New York to investors. They include a number of best-known bond issues on the market, including securities of the Baltimore & Ohio, the Norfolk & Western and other prominent Southern railways, as well as bonds of well-known street-railway and illuminating corporations. The offering includes \$150,000 in 5 per cent. bonds of the Minneapolis General Electric Co. at a price which insures 4½ per cent. interest.

New Corporations.

Local business men are making arrangements to open a bank at Bishopville, S. C.

Arrangements are being made to open a national bank at Weldon, N. C., with \$25,000 capital stock.

Arrangements are being made to open a savings bank at St. Louis under the auspices of the St. Louis Provident Association.

P. H. Wilson is interested in the Ellis County Loan & Trust Co., organized at Waxahachie, Texas, and capitalized at \$10,000.

The plan to open a bank at Glenison, Tenn., is being promoted by R. W. Bandy and others. It will be capitalized at \$25,000.

D. A. Tompkins and others of Charlotte, N. C., are interested in the Charlotte Savings Bank, which is being organized in that city.

Z. V. Walzer has been elected president, and R. L. Burkhead, cashier, of the national bank recently organized at Lexington, N. C.

R. T. Spalding and J. J. Spalding of Atlanta are interested in the Bank of Roswell, organized at Roswell, Ga., with \$25,000 capital stock.

Morris H. Miller and Elmer Moore of St. Michaels, Md., are interested in the Miller Savings and Investment Institution being organized in that town.

The Loan & Exchange Co. of Bennettsville, S. C., has been chartered, with \$20,000 capital stock. D. D. McColl is president and treasurer, and H. L. McColl, secretary.

Jacob Bernheimer has been appointed president, and A. K. Jones, cashier, of the Mississippi National Bank, recently organized at Port Gibson, Miss., with \$75,000 capital stock.

Arrangements have been completed to open a savings bank at Greensboro, N. C., with \$15,000 capital stock. Among those interested are George A. Norwood, Jr., and George C. Royal.

A dispatch from Raleigh, N. C., states that the business men of that city are organizing a trust company which will have \$500,000 capital stock. A number of cotton-mill owners in the State are reported as interested.

The First National Bank of Howe, Texas, which has just opened for business, announces its organization in an attractive leaflet. J. B. Withers is president; L. M. Tuck, vice-president, and S. J. Spotts, cashier.

The People's Savings Bank, recently organized at Nashville, Tenn., is capitalized at \$12,000. Among those interested

is Henry Sperry. The Duncan-Early Banking Co. has also been organized at Nashville by John Early and others, with \$10,000 capital stock.

It is announced that F. M. Jackson has secured a charter for what is to be known as the State Savings Bank of Birmingham, Ala., to be capitalized at \$50,000. In addition to this institution, W. J. Dangaix is organizing another savings bank, with the same amount of capital, to be located at Birmingham.

New Securities.

N. W. Harris & Co. of New York have purchased the issue of \$20,000 in 5 per cent. bonds of Clifton Forge, Va., paying 102.

A bill is pending in the North Carolina legislature authorizing the issue of \$1,000,000 in 3 per cent. bonds for various purposes by the State.

An issue of \$18,000 in school bonds of Terrell, Texas, has been authorized by the State authorities. The school board may be addressed at Terrell.

The People's Bank of Barnesville, W. Va., has purchased \$20,000 worth of 4 per cent. bonds of Ohio county, West Virginia, at a premium of \$1705.

Messrs. F. M. Stafford & Co. of Chattanooga have purchased the issue of \$12,000 in 6 per cent. bonds of Port Gibson, Miss., paying a premium of 7.18 per cent.

L. P. Slater, city clerk, may be addressed relative to the issue of \$50,000 in 4 per cent. bonds of Portsmouth, Va., for which bids will be received until February 11.

The county court of Bradley county, Tennessee, is considering the idea of issuing additional bonds for road improvements. The clerk of the court may be addressed at Cleveland, Tenn.

A bill has been introduced in the Alabama legislature authorizing Colbert county to issue \$210,000 in refunding bonds. The county commissioners may be addressed at Tusculum.

A plan is being considered by the city council of Birmingham, Ala., to issue 6 per cent. bonds for various improvements, the bonds to run for ten years. The mayor may be addressed for further details.

The Chattanooga & Lookout Mountain Railroad Co. has given a mortgage in favor of the Real Estate Trust Co. of Philadelphia to secure an issue of \$250,000 in 5 per cent. bonds. The proceeds of the issue will be used for making improvements to the company's lines in Chattanooga and vicinity.

Financial Notes.

Mr. David Ambach has been elected vice-president of the Citizens' National Bank of Baltimore.

It is announced that J. Ramsay Barry and others have obtained a controlling interest in the Security Fire Insurance Co. of Baltimore, which is capitalized at \$100,000, and has a surplus of \$25,000. Mr. Barry has been elected president of the company.

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending February 5.

Abbeville Cotton Mills (S. C.)	98
Alken Mfg. Co. (S. C.)	93 98
American Spinning Co. (S. C.)	105
Anderson Cotton Mills (S. C.)	124 130
Arcade Cotton Mills (S. C.)	100
Arkwright Mills (S. C.)	118 123
Augusta Factory (Ga.)	83½ 88
Avondale Mills (Ala.)	85
Belton Mills (S. C.)	102 105
Bennettsville Mfg. Co. (S. C.)	100 110
Cabarrus Cotton Mills (N. C.)	150
Cannon Mfg. Co. (N. C.)	130
Clifton Mfg. Co. (S. C.)	175 181
Clinton Cotton Mills (S. C.)	120
Courtenay Mfg. Co. (S. C.)	117 120
Darlington Mfg. Co. (S. C.)	96 100
DeGrado Mills (N. C.)	97½ 102½
Eagle & Phenix Mills (Ga.)	100 104
Edna Cotton Mills (N. C.)	120 125
Enoree Mfg. Co. (S. C.)	116 118½

TABLE OF CONTENTS.

	Page.
Cause, Advertising; Result, Enlargements.	41
EDITORIAL:	
Future of Railroads	41
The Brunswick Maritime Convention	41
A Southern Bane	41
Easing Thuid Minds	42
An Influence for Good	42
Corsicana, the Pioneer	42
Oil at Beaumont	42
Deep Kentucky Oil Wells	42
Electric Lines and Mills	42
The South and the Shipping Bill	43
Sentiment of Charlotte	43
Steel Interests Combine	44
Prosperity at Richmond	44
Pig-Iron Production in 1900	44
Better Tone in Iron	45
New Southern Iron Company	45
RAILROADS:	
Two Important Combinations	45
Norfolk & Western May Extend	45
Making Rapid Strides	45
New North Carolina Line	45
Reports of Commissions	45
Baltimore to York	45
Sample of Southern Industry	45
Railroad Notes	45
Terminals at Galveston	45
TEXTILES:	
Charleston's \$225,000 Bag Factory	46
The Cotton Movement	46
Textile Notes	46
Quotations of Cotton Yarns	46
Cottonseed-Oil Notes	46
LUMBER:	
Lumber Market Reviews:	
Baltimore	46
Norfolk	46
Charleston	46
Jacksonville	47
Mobile	47
Beaumont	47
Lumber Notes	47
MECHANICAL:	
Pneumatic Tools (Illus.)	48
Entirely New Pulverizing Method (Ill.)	48
Direct-Acting Pressure Pump (Illus.)	49
Improved Shaft Couplings (Illus.)	49
New Double-Spindle Lathe (Illus.)	49
PHOSPHATES:	
Phosphate Markets	50
Phosphate and Fertilizer Notes	50
Trade Notes	50, 55
CONSTRUCTION DEPARTMENT:	
New Enterprises	51
Building Notes	53
Railroad Construction	54
Machinery Wanted	54
Trade Literature	55
FINANCIAL NEWS:	
Wise Banking Innovation	56
Opportunities for Investment	56
New Corporations	56
New Securities	56
Financial Notes	56
Southern Cotton-Mill Stocks	56
Enterprise Mfg. Co. (Ga.)	102
F. W. Poe Mfg. Co. (S. C.)	120 125
Gaffney Mfg. Co. (S. C.)	117 121
Granby Mills (S. C.) 1st Pfd.	100 106
Granby Mills (S. C.)	101
Graniteville Mfg. Co. (S. C.)	160 168½
Greenwood Cotton Mills (S. C.)	99 101
Grendel Mills (S. C.)	102½
Henderson Cotton Mills (N. C.)	120 125
Henrietta Mills (N. C.)	200 210
John P. King Mfg. Co. (Ga.)	100 103
Langley Mfg. Co. (S. C.)	114 123
Laurens Cotton Mills (S. C.)	140
Lockhart Mills (S. C.)	108
Louise Mills (N. C.)	104
Lynchburg Cotton Mills (Va.)	125 150
Lynchburg Cotton Mills (Va.) Pfd.	145 150
Manchester Cotton Mills (S. C.)	105
Mayo Mills (N. C.)	130
McColl Mfg. Co. (S. C.)	120 125
Modena Cotton Mills (N. C.)	140 145
Newberry Cotton Mills (S. C.)	110 120
Odell Mfg. Co. (N. C.)	106 110
Orr Cotton Mills (S. C.)	102 106
Paeolet Mfg. Co. (S. C.)	200 215
Pelzer Mfg. Co. (S. C.)	175 183
Piedmont Mfg. Co. (S. C.)	170 181
Raleigh Cotton Mills (N. C.)	115
Richland Cotton Mills (S. C.)	105
Richland Cotton Mills (S. C.) Pfd.	100 105
Roanoke Mills (N. C.)	110
Sibley Mfg. Co. (Ga.)	85 89
Southern Cotton Mills (N. C.)	100
Spartan Mills (S. C.)	135
Trion Mfg. Co. (Ga.)	125 130
Tucapau Mills Co. (S. C.)	125
Union Cotton Mills (S. C.)	135
Union Cotton Mills (S. C.) Pfd.	102 106
Victor Mfg. Co. (S. C.)	105
Warren Mfg. Co. (S. C.)	85 90
Warren Mfg. Co. (S. C.) Pfd.	104 107
Whitney Mfg. Co. (S. C.)	117 127
Wilmington Cot. Mills (N. C.) Pfd.	110 115
Wiscasset Mills (N. C.)	120 125
Handling Shoe-Factory Refuse.—The Sterling Dust-Collecting System is being installed in the Dayton Company's shoe factory at Williamsburg, Pa., for handling dust from the shoe machines. This system is manufactured by the Sterling Blower & Pipe Manufacturing Co. of Hartford, Conn. (New York and Boston offices).	